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GERMANS ATTACK BRITISH HOSPITAL ON CATHOLIC DAY

Airplanes Bomb Buildings Filled With Wounded On Corpus Christi Festival

MANY ARE KILLED

Raid Is Made At Same Time Allies Spare Cologne

PARIS RAIDED, TOO

Bitterness Caused By Violation Of Appeal Made By Pope

(Reuter's Agency War Service)

London, May 31.—Reuter's correspondent at British headquarters wires today:

The Germans have bombed another British hospital, inflicting numerous casualties.

The scene of this latest attack is in the neighborhood of a little town many miles from the front. It is an isolated group of buildings and has been an hospital since the outbreak of the war and upon the roof of every wing the Red Cross is painted.

The bombing occurred at 12.30 on Wednesday night. The weather was very fine and clear, and the landscape flooded by the moonlight. Four bombs were dropped in the immediate vicinity of the hospital from enemy planes flying at a low altitude. The fifth fell on one of the wings in which a number of the Staff were sleeping and in the operating room in which an officer was undergoing surgical treatment. The explosion wrecked the building, burying many people.

Makes Sure Of Target

Correspondents at British headquarters, describing the bombing of a British hospital on the morning of Corpus Christi Day, says that a German airman lit a flare to make sure of the target. A bomb smashed the upper storey of the hospital and the timbers and masonry crashed to the lower floors, burying the patients, including an officer who was undergoing an operation.

A doctor, describing the scene, says that nothing more terrible could be imagined than that of the nurses and surgeons gathered round the unconscious patient, all being buried in the ruins and killed. Almost immediately the whole wing of the hospital was ablaze. The staircase to an adjoining building was destroyed and the patients here had to be rescued by ladders. While the work of rescue was in progress another raider dropped five bombs in the vicinity, fortunately without doing any harm.

Then a long-range gun started shelling the adjoining village and several of the Women's Auxiliary Army Corps were killed by shells.

The bombed hospital stood in an isolated and conspicuous position with no military establishments near.

Contrast Shown By Act

The Times, commenting on the bombardment of Paris on Good Friday, Easter Monday and Corpus Christi day, when the Germans hit a church, killing or wounding eighteen persons, and contrasting this with the acquiescence of the British Government to the request made by the Cardinal Archbishop of Cologne not to bomb Cologne on Corpus Christi day, says that the sample narration of these facts reveals the abyss that divides the English and German conceptions of what the organ of the Vatican recently called "respect towards religious convictions and the rights attached to them."

It indicates also what the Allied nations are inevitably tending to feel in regard to the bearing of the Vatican towards these incognatible conceptions. The British people are grateful for the humane efforts of the Pope on behalf of their prisoners. They note also that the Vatican disclaims all part in and previous knowledge of the recent action of the Irish Catholic Episcopate, but they are uncertain whether the Vatican is not neutral towards the high moral and religious issues underlying the war issues, in

(Continued on Page 4)

Three U.S. Yards Alone To Build More Ships Than Germans Sink

Will Turn Out 2,000,000 Tons This Year On Pacific Coast

(American Wireless To Reuters)

San Francisco, June 7, via Cavite and Koukaza.—Great rivalry has developed among three Pacific Coast shipyards for the honor of being the largest in the world and producing even more than in the tremendous Atlantic yards.

One California company has announced that it will produce 200,000 tons simultaneously, or 1,000,000 tons yearly. A nearby rival is planning a still larger output.

A yard in the Pacific Northwest claims the United States record for complete big steel freighters, with a program of 700,000 tons this year.

These three Pacific companies alone expect soon to produce more tonnage than the Germans are sinking in the whole world. Plants in one harbor will employ 50,000 men.

JAPAN-GERMANY PACT IMPOSSIBLE—TERAUCHI

Future Of Nippon Dependent On Victory Of Allies, Says Premier

(Reuter's Agency War Service)

London, June 1, (Delayed).—The Tokio correspondent of the Daily Mail, in a message dated the 25th, cables that the Premier, Count Terauchi, in an interview, declared that such a contingency as an alliance between Germany and Japan is impossible.

He was aware of no change in the Japanese feelings of affection and loyalty towards Great Britain. The future of Japan was just as dependent upon the victory of the Entente as the future of Great Britain. If the German power in the Far East cannot be broken then the future of Japan was seriously menaced. What the present Japanese Government has done for the Allies since its appointment proved his contention.

He was filled with admiration for what the British people have done since the war in the formation of a great army. Their achievements were positively wonderful.

Asked his opinion concerning the progress of the war, Count Terauchi said that the outstanding fact was that the great German drive had been broken and their violent onslaughts arrested.

Count Terauchi concluded by reiterating his admiration for the unprecedented war-effort, sacrifice, tenacity and courage of the British people. He had every faith in the final vindication of the principle for which, in common, we are all fighting.

Austrian Offensive Again Reported Due

Reinforcements Arrive From Russia And Artillery Brought From West Front

(Reuter's Agency War Service)

London, May 31.—Reuter's correspondent at Italian headquarters wires today:

The opinion is generally expressed that action by the enemy is imminent. Reinforcements have arrived from Russia, the Austrian artillery sent to the Western front has returned and there is every sign of a formidable concentration of men and material. The Emperor Karl recently visited the front and presided at a meeting of the Army Council.

U.S. TRANSPORT IS SUNK

(Reuter's Agency War Service)

Washington, June 1 (Delayed).—Admiral Sims reports that the transport President Lincoln, 18,000 tons, homeward bound, has been torpedoed and sunk. No details are given.

WERE YOU---OR DID YOU?

If you were out late enough last night or peeked out from under the coverlets early enough this morning, you saw the total eclipse of the sun partially visible in Shanghai from sunrise until 7.42 o'clock this a.m.

No, The Policeman's Life Is Not A Happy One---If He's A Special Constable

You're holding up the Club bar, and you're looking for a mate;
The topics you discuss are chiefly 'Specials' and the State,
At two a.m. you make for home, the wife shouts out 'You're late'—
Blow your whistle.

* * *

At 1 a.m. on duty! your beat the Ningpo Road,
Its closing time, so out you get, and stagger with a load,
But Crossley's there and Anderson! What should you do? Be blowed! Blow your whistle.

—Ballads of An Amateur Bobby.

If you happen to walk along Nanking Road on the evening of June 18 and you behold a man who evidently has authority, is fairly fat, and possesses a dignified look, a police cap, revolver and that bothersome whistle, rubbing the ears of an intoxicated individual, he's a special constable practicing the latest method of bringing a man back to a sober state.

Sixty special constables will be assigned to duty on June 18 and the men are in training, hard training too, for several are gun shy and others can not figure out the difference between "drunk," "drunk and incapable" and "drunk and riotous." The candidates are taking the matter seriously though, even if funny things do happen in the lecture room.

The instructor calls on a man to recite. The others all gaze at the unfortunate one while the latter shakes in his shoes.

"What steps would you take if you met an armed robber?" quietly asks the instructor, beaming on the candidate like a New England schoolmarm.

The candidate is stuck, but he retorts with, "Big ones—in the opposite direction."

And so it goes, this metamorphosis of the staid business man, the taipan, the professional man, the merchant and the plain civilian who will emerge June 18 as a trained constable, versed in police duties and the handling of a revolver and capable to supervise other branches of the department.

Plenty of comedy is rampant in the lecture room as the course has been made very elementary, but beyond the humor one sees the response to an urgent call sent out by the Municipal Council some weeks ago. Shanghai's police department, divided as it is into British, Japanese, Chinese and Sikh sections, embodies a personnel of 2,000 men. War has reduced the number of Britishers, whose work is supervisory, from 290 to 140 and the calling upon the civilian population was necessary to maintain efficiency. Nearly 175 have applied for the berths, already two classes are in session and, as stated, 60 men will be on duty June 18. These men will constitute the nucleus of supervisory officers who will be assigned to duty as soon as the courses are finished.

The men are receiving an interesting training. They are supposed to know everything about police matters and the candidates are studying hard to master the details. They know now that they must kick "with the toe of the boot," can get medical assistance by "calling a doctor" and can tell a "stiff un" when they see one, but the whistle is the stumbling block in the candidates' journey to Constabledom and it is a wise man who will blow said whistle at the right time.

They can tell you off hand that they must not go near a bomb lying in the street, know by rote the instructions to "cut down a man attempting suicide by hanging," are assured that the "shin bone is an ideal place to hit" and realise that they must shoot a man "if he is dangerous and has a police record."

But the whistle! It either must be blown or must not be blown, and the proper time for the sounding of the little noisemaker hanging from the neck will always remain a mystery.

Anyway, in case of doubt, blow.

CELEBRATE TANK WEEK AT GARDEN PARTY TODAY

Fete At Hardoon's Gardens As Campaign Nears End; Totals Are Now £112,750

A garden party and entertainment to be held in Mr. Hardoon's gardens this afternoon, the weather permitting, between the hours of 4 and 7, will celebrate the conclusion of Chinese Tank Week. Hosts of the day will be Sir Everard Fraser, Mr. A. G. Stephen, Mr. John Johnstone, Mr. Chu Pao-san and Mr. Shen Lien-fang. Mr. Chu and Mr. Shen have arranged for some special entertainment features and a very representative gathering of members of the Chinese and British communities are expected to be present to celebrate the very successful two weeks campaign which the Chinese committee has conducted for the British war loans.

The lists of subscriptions close tomorrow at 4 p.m. Over £1,000 were subscribed yesterday in the two hours during which the banks were open, bringing the total amount secured up to £112,750. Following is the detailed account:

Chartered Bank of India, Australia and China	£5,850
Hongkong and Shanghai Banking Corporation	£90,750
Mercantile Bank of India, Limited	£16,150
	£112,750
As per previous lists	£111,450
Mr. Sung Tsi-ho	100
Mr. Woo Kong-san	100
Mr. Kwong Shing-hop	100
Mr. Yu Ya-ching	500
Messrs. Van Zong Yong Hong.	100
Mr. King Kee	50
Mr. Tai Wen-ching	100
The Ching Sing Kee Hong	100
Mr. San Chong-eh	100
Messrs. Chong Fong Tain and Co.	50
	£112,750

American Marines Make Advance Of Two Miles

Storm German Defenses Near Chateau Thierry In Two Attacks And Capture Prisoners

(American Wireless To Reuters)

Washington, June 7, via Cavite and Koukaza.—American marines, in their first big land drive overseas, scored a remarkable success in two new attacks on the main battlefield near Chateau-Thierry, on the Marne, where the infantry had previously killed a thousand Germans.

The marines, attacking the German center, drove the enemy back about two miles on a front of two and a half miles. They stormed through the German defenses to the Krupp field-gun positions. They penetrated among the enemy gunners at two points, preventing the serving of the pieces and inflicting bloody losses.

Whistling and singing, but fighting like tigers, they took more than a hundred prisoners, while the French on their flank also advanced, taking 170 more.

The first American attack was a surprise at dawn without artillery preparation. The second attack, in the afternoon, took Torcy and the woods. The Germans surrendered right and left when rushed.

Following other American successes, these fights have caused enthusiasm among the French, whose newspapers are filled with stories of American coolness, valor and judgment.

Three German divisions have been withdrawn because of losses while fighting Americans.

Official Allies' reports show that the Germans are everywhere held in the big battle. German prisoners were found to be weak and starving, as they had been without food for four days owing to the Allies' barrage fire. The Allies, in numerous counter-attacks, improved their positions.

(Reuter's Agency War Service)

London, June 7.—The American official communique reports:

In an attack northwestward of Chateau-Thierry yesterday morning, we, in conjunction with the French, advanced our line southward of Torcy about a mile, capturing prisoners and inflicting heavy losses in killed and wounded.

AIR RAID OVER PARIS DOES LITTLE DAMAGE

Few Bombs Dropped But Only One Person Reported Killed

(Reuter's Agency War Service)

Paris, June 7.—Official.—Twenty enemy aeroplanes were reported coming towards Paris at 11 o'clock yesterday evening. They encountered a terrific barrage. Some bombs were dropped and it is reported that one person was killed and a number wounded. "All clear" was sounded at 12.20 this morning.

ENORMOUS ARMY BILL PASSED BY CONGRESS

Appropriation Of Twelve Billion Made; Wilson Authorised To Call All Men Needed

(Reuter's Agency War Service)

Washington, May 31.—The House of Representatives has passed the largest Army Appropriation Bill in the history of the United States, carrying G.$12,042,000,000 and authorising President Wilson to call up for military service all the men who can be trained and equipped.

PROGRAM OF REFORM MAPPED OUT FOR INDIA

More Complete Local Self-Government, With Wider Franchise, Is Included

(Reuter's Agency War Service)

Simla, May 31.—The Government of India has framed a resolution outlining the policy for more complete local self-government, including an increased elective element, a lower and wider franchise and extended financial and administrative powers.

Other recommendations foreshadowed embrace the Indianisation of the Services and constitutional reforms.

Russian Liberals Want Help From Entente

Military Assistance Would Be Given In Return, Declaration Says

(Reuter's Agency War Service)

Paris, June 7.—Russian leaders of the Liberal and Socialist Revolutionary parties, among whom are Jean Efremof Nesselrode, Dr. Sachine and Lieutenant Martinof, have addressed a declaration to the Entente governments in which they ask the Allies not to forsake their country and to prepare both military and economic interventions. "Doubtless the Entente would be assisted by Russian military formations."

The Weather

Gloomy and misty. The maximum temperature yesterday was 77.7 and the mimimum 59, the figures for the corresponding day last year being 68.9 and 64.4.

ENEMY OFFENSIVE IS BROKEN UP INTO LOCAL OPERATIONS

Germans Held Up On Long Line and General Movement Ends

LOSSES MOUNT UP

Kaiser Expected To Turn Off And Strike In Another Direction

ALLIES MAKE GAIN

Capture Of 55,000 Men And 600 Guns Claimed By Berlin

(Reuter's Agency War Service)

Paris, June 7.—The fighting of the last 48 hours on the Oise-Rheims battlefront has confirmed the general opinion which has prevailed for some days, that the enemy is firmly held.

The reaction of the Crown Prince's forces, which are now of a local character, have given no result, whereas the counter-attacks of General Foch's troops have been successful in greatly improving the position of the Allies.

Paris, June 6, 8.15 p.m.—Following the slackening of the German pressure reported in the official French communique issued on Tuesday night yesterday's reports announced that the enemy's effort has broken up into a series of local operations, powerfully conducted but without important result.

Near the very center of the front of the German drive, Villers-Cotterets, situated almost on the eastern borders of the forest of the same name, is a natural bastion which permits the organisation of a redoubtable resistance. The Germans have attempted to outflank it from the north and south. The enemy's pressure just now is being exerted principally in the region below the forest, following north-east and south-west in direction, along the River Ourcq, which forms the western border of the forest. In this region the German army is engaging its best units, among them the 1st Division of the Guards, but the Prussian, Bavarian and Pomeranian Genadiers have come up against troops which are at least their equal, notwithstanding that they are in inferior numbers, and who are holding them, for the French still occupy all the villages on the edge of the forest.

French Cavalry Plays Heroic Part

The French cavalry divisions which hold the enemy's advance at this point have already distinguished themselves in Flanders by stopping the German onslaught at Mount Kemmel after covering more than 200 kilometers, the first 120 kilometers within twenty-four hours without a single man or horse falling out on the way. It is this same cavalry which, after a few days rest, is again engaged on the Ourcq, offering to the German onslaught on Paris a resistance which nothing has been able to break down.

The official communique issued this afternoon reports:

East of Sampigny yesterday evening we continued to press back the enemy groups which had succeeded in crossing the Oise. We took 100 prisoners.

North of the Aisne we appreciably improved our positions north and west of Hakerbreye, taking fifty prisoners.

There has been rather lively artillerying, especially in the regions of Longpont, Neuilly-La-Poterie and west of Rheims.

The official communique issued last evening reported:

The enemy during the day-time at different points multiplied his efforts to accentuate his progress but was repulsed everywhere, losing heavily. His attempt to cross the Oise in the direction of Mont-a-Lagache, southeast of Noyon, completely failed.

Our counter-attacks north of the Aisne recovered all the ground the enemy had momentarily occupied. We took 150 prisoners near Vingre.

The Germans progressed somewhat in the wood in the region of Longpont but were driven back, leaving prisoners in our hands.

Our positions everywhere else were maintained.

Our airmen were very active yesterday. They dropped seventeen tons of

projectiles on concentrations and troops, whom they dispersed, and fourteen tons last night on various stations.

Four enemy machines were brought down and two captive balloons set on fire.

An enemy aeroplane with four motors and a crew of eight was captured on June 1.

Local Attacks Delivered

The official communique issued this evening reports:

Isolated actions continued during the day-time at several points.

Our troops, supported by tanks, progressed and took some prisoners west of Longport.

An attack delivered by the French and British between the Ourcq and the Marne advanced our line a kilometer in the region of Neuilly La-Potine. We took 270 prisoners.

The Germans between the Marne and Rheims delivered a series of local attacks. A violent attempt at Champlat failed completely. Farther north the Germans captured the village of Bligny and the hill south of the village. The British counter-attacked and recaptured the hill. We also recovered a little ground which the enemy took this morning southwest of Ste Euphraise.

Nothing worthy of note has occurred on the rest of the front.

Nineteen enemy aeroplanes were brought down or forced down yesterday and twenty-five tons of explosives dropped during the night in the enemy zone.

London Feels Easier

London, June 7.—Field Marshal Sir Douglas Haig reports this morning:

We raided a post last night northeast of Bethune, inflicting casualties on the enemy and capturing a machine gun. We had no losses.

London, June 6.—The situation on the battlefront generally is unchanged. The Germans are held up for the time being on the whole front from Noyon to Rheims. They have suffered very heavy losses during the last few days, particularly on Monday and Tuesday, when their gains were very small.

French military experts now anticipate that the Germans will attempt to break through somewhere else, possibly between Noyon and Montdidier, with the object of a converging advance towards Paris, though it is not impossible that the enemy may attack in a totally different sector, which would be in accordance with the habitual German strategy in pressing one attack in one sector until its momentum has been exhausted and then turning sharply off to strike elsewhere. The proximity of Paris in this case however may dictate a departure from these tactics.

The attitude of Paris in face of the present ordeal inspires the most glowing eulogies in the British press, which fervently tributes M. Clemenceau's speech as expressing the invincible spirit of France, and affording impressive evidence of the mutual confidence of the Allies and their reliance on the growing might of America. The papers declare that M. Clemenceau spoke for the British nation when he said that France would never yield.

Field Marshal Sir Douglas Haig reports this evening:

The French repulsed local attacks in the neighborhood of Locre.

Aviation.—We dropped twenty tons of bombs on the 5th on various targets, including dumps, railways, billets and also the railway stations at Armentieres and Roye and the seaplane base at Zeebrugge.

Our long distance day-bombers heavily attacked the railway stations and barracks at Treves, the railway station at Metz-Sablons and the railways at Karthaaus. They all returned.

We brought down seven hostile machines and drove down three during the day. Four British machines are missing.

Our night bombing machines dropped thirteen tons of bombs on St. Quentin, Busigny, Cambrai and Armentieres railway stations. They all returned.

Our long-distance bombing machines the same night dropped five tons of bombs with good results on the railway station at Metz-Sablons and the railway sidings at Thionville.

This morning we heavily attacked the railway station at Coblenz. Good bursts were observed on the railway line. All our machines returned.

Germans Claim 55,000 Prisoners

(By wireless).—A German official communique reports:

Our captures since May 27 total 55,000 prisoners, including 1,500 officers, 650 guns and 2,000 machine-guns.

We brought down forty-six aeroplanes on the 4th and 5th.

A Belgian official communique reports:

There has been somewhat intense artillerying in the regions of Dixmude and Merchem.

Field Marshal Sir Douglas Haig reports this noon:

The enemy again attempted a raid southwestward of Morlancourt which was repulsed with loss.

Another party rushed a post in the neighborhood of Boyelles. Two British soldiers are missing.

We repulsed attempted raids northward of Lens, northward of Bethune and eastward of the Forest of Nieppe, inflicting casualties on the enemy.

The hostile artillery was active in the Strazeele sector.

The Admiralty issues the following communique:

Eight bombing raids were carried out from the 3rd to the 5th on Zeebrugge, Ostend, Bruges and the railway station at Thourout, and large quantities of heavy bombs were dropped.

We destroyed two enemy machines and drove down three in the course of air fighting. One British machine is missing.

A squadron of large seaplanes carried out a long reconnaissance in the North Sea and engaged a large hostile formation. Two enemy machines were shot down. Two of our machines on their return were forced to alight, owing to engine trouble, close to the Dutch Coast and have been interned.

Early Days Of Battle Were Days Of Anxiety

The following delayed telegrams, received only last night, give some details of the first few days of the battle:

London, May 31, Midnight.—There is undiminished anxiety concerning the strategic situation of the conflict, which is developing into a second Battle of the Marne of far greater intensity than the first.

The newspapers frankly recognise the extraordinary nature of the German military feats but point out that the Allies have an advantage today as compared with 1914. There is no question now of the war ending by a single stroke in the enemy's favor with the resources and resolution of the whole of Western civilisation confronting the Germans while the abundant evidence that the moral of both the armies and public of Great Britain and France is unshaken inspires confidence that the situation is in now way past retrieving.

The Paris newspapers this evening do not deny the extent of the danger but they are confident that the enemy's furious efforts to shake the positions on his flanks will fail.

They expect shortly a change in the situation when the Germans, in endeavoring to extend their battle-front, will be forced to turn aside from their central objective to engage the Allied reserves, only a portion of which have been engaged up to the present. The great mass of the Allied reserves are placed in positions which enable them to make a violent counter-stroke.

The newspapers point out that there are mountain positions south of Rheims and if the railway is cut it can be replaced by the roads while, with regard to the contingency or an advance on Paris by the easier Oise Valley, the enemy has been forcibly checked at all points where he might attempt it.

The Havas correspondent at the French front says that the Germans are ceaselessly pouring reinforcements of torrents of men, material and supplies along the roads and railways. But the supreme heroism of the Allied troops is holding the flanks, fighting every foot of ground, launching repeated local counter-attacks and inflicting heavy losses on the Germans. Positions have frequently been taken and retaken and only given up when the ground was strewn with Grman corpses. The Havas correspondent says that the next two days should fix the character of the battle.

Amsterdam, June 1, delayed.—The Norddeutsche Allgemeine Zeitung says that the Crown Prince's advance is closely related to the previous wedge driven towards Amiens, north of which Foch's Army is awaiting a revival of the German offensive, The artillery battle is growing stronger in Picardy, Flanders and Artois. Who can say, asks the journal, whether Foch is right?

Pressure Is Unrelaxed

London, May 31.—Reuter's correspondent at French headquarters reports today:

There is no sign of any relaxation of the German pressure.

The enemy, on the right, in spite of a very gallant resistance, was able to push out his line north and south of Soissons on both sides of the Aisne.

In the center his advanced parties are still progressing.

Along the whole front detachments of German infantry are filtering steadily through the woods and along the valleys wherever there is a weak spot in the thinly held French line.

The roads are filled with refugees carrying their household goods in vehicles of all descriptions. All wear brave faces and seem amused and interested by the sights.

The enemy has been able to maintain his daily progress by constantly feeding the front with fresh troops. Over forty German divisions have already been identified and a larger number must have been engaged.

The heaviest fighting yesterday was along the Valley of the Crise. Attacks and counter-attacks alternated across the Valley from east to west. A division, attacking this morning, pushed across the Valley, recaptured Berzy-le-Sec and pushed as far as Noyant, on the east side of the river. The Germans counter-attacked in great strength and re-established their line after very bitter fighting.

Further south, in the region of Hartennes another battle is raging.

The Germans are supported by numerous tanks. Wherever there is a chance of success we do not hesitate to counter-attack against superior numbers, even though our utmost hope is to delay the enemy.

On the extreme right the French and British are gallantly holding the line in front of Rheims. Yesterday the French stormed and captured a group of hills north of Rheims on the banks of the Aisne known as the Cavalry de Courcy. The French later were driven out by the German counter-attack but they had achieved their object of gaining precious time.

One of the most memorable stories of the battle is of three battalions of French troops which were surrounded in Valley of the Ailette on the morning of the 27th. Cut off from the rest of the army, from the first their position was hopeless. They could neither be relieved nor helped. They sent a carrier-pigeon saying they would fight to the last and they must have held out for forty-eight hours. Their last message, which was received on the afternoon of the 28th, repeated the assurance that they would fight to the end.

London, June 1.—Reuter's correspondent at French Headquarters wired yesterday afternoon:

Our retreat from the line of the Ailette on a line north of Bierancourt-Epargny was far more a maneuver by the French than a fresh success for the Germans. The German advance at Soissons left us an awkward salient exposed to a flank attack from the new German line between the Ailette and the Aisne. Consequently, when the pressure of the enemy began, we retired gradually, fighting rear-guard actions, to a new line of defence, inflicting the greatest possible loss on the enemy. The operation, which widens the base of the enemy salient, was effected practically without a casualty.

Our troops on the right of the enemy's main advance are stoutly holding the Plateaux west of the Valley of the Crise between Soissons and Hartennes.

The Germans in the center have not seriously progressed during the last twelve hours.

On our right we are still holding firmly west and north of Rheims, around which the Germans now hold almost a complete semi-circle.

One the whole the enemy has gained nothing of importance on the whole battlefield during the last twelve hours and we are still holding the enemy on the whole front with inferior numbers.

REVIEW OF OFFENSIVE SHOWS ENEMY BEATEN

First Rush Ends In Check With Heavy Losses In All Three Phases

Reuter's Pacific Service

Peking, June 7.—The following summing up of the situation on the French front, compiled from the communiques of the French Ministry of War, has been handed to Reuter's Agency by the French Minister:

The great offensive started by the Germans on March 21 was imposed upon them by circumstances. They must, by all means, reach a decision before help from America, the weight of which has already made itself seriously felt, has given the Allies overwhelming numerical and material superiority. The defection of Russia has given Germany the means necessary for this supreme effort.

The objective aimed at by the Allied Command during the present enemy offensive is to destroy the power of the adversary and wear him out, while keeping intact all that which, with the united efforts of the Allies, will make our victory of tomorrow certain, rapid and decisive.

In the first phase of the great offensive, from March 21 to May 1, the Germans realised some gains in territory at a cost of losses estimated on May 1 at about 600,000.

Between Ypres and Lens they reached a line east of Ypres, west of Bailleul, west of Merville and East of Bethune; between Albert and Noyon they reached the line Albert-Villiers-Bretonneux-Moreuil-west of Montdidier-east of Noyon.

All the enemy's efforts were smashed on this line, and as early as May 1 the attacking initiative on these fronts passed to the Allies. Following this first check, the Germans regrouped about 80 divisions behind the front from Soissons to Rheims, of which only thirty could be considered fresh, and launched on this front a new offensive on May 27.

The Allied front was bent, but nowhere broken. Our losses in men and material have been far less than the enemy's. The great reserves at the disposal of our Generalissimo are still intact. The advance realised by the Germans in this second phase of the contest is definitely checked. More than 50 German divisions out of 80 at their disposal have already been engaged on this front between Noyon and Rheims. The line now runs east of Noyon, west of Soissons, east of Villiers-Cotterests, north of Chateau-Thierry, northwest and northeast of Rheims.

The Allies are expecting shortly a new enemy attack between Noyon and Albert. The High Allied Command views the coming operations with full confidence.

All Leave Suspended In French Forces

(Reuter's Agency War Service)

Paris, June 1.—The Premier, M. Clemenceau, in a circular, suspends all leave except in case of illness.

Basis Agreed On For Prisoner Conference

British Delegates Soon To Leave To Meet Germans At The Hague

(Reuter's Agency War Service)

London, May 31.—(Delayed). Reuter's Agency learns that the British and German Governments have agreed on the basis of discussion on the questions concerning prisoners of war and British delegates will shortly proceed to the Hague.

It is very probable that arrangements similar to those made with Germany will be made with regard to Turkey and Bulgaria.

1,300 Planes Sent To France By U.S.

(Reuter's Agency War Service)

London, May 31.—(Delayed). A telegram from New York states that Mr. Julius Kahn, a member of the Military Affairs Committee of Congress, says that 1,300 aeroplanes have been sent to France, most of them during the past month.

LADY CHURCHILL WEDS

(Reuter's Agency War Service)

London, June 1.—(Delayed). Lady Randolph Churchill was married today at the Paddington Registry Office to Lieutenant Porch. Those present included Mr. Winston Churchill, the bride's son.

1,500,000 Rifles Made In U.S. Since Last Year

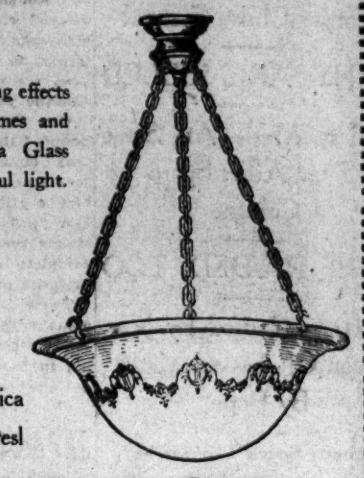
Enough More Being Turned Out To Equip 2,000,000 Men For A Year

(American Wireless To Reuters)

Washington, June 7, via Cavite and Koukaza.—The War Department has announced that more than 1,500,000 rifles have been made for the United States since its entry into war. The Department has 600,000 others being made, enough to equip 2,000,000 men, allowing wastage for one year, since only about half the men enlisted in the Army carry rifles.

Veluria Glass Ware

Observe the splendid lighting effects in the many Shanghai homes and offices fitted with Veluria Glass Ware—the soft, even, restful light.



IThe Most Economica ndirect Lighting Fixturesl

Wiring Installations — G-E Edison Lamps

ELECTRICAL SHOWROOM

Andersen, Meyer & Co., Ltd.

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"The Top Notch of Scotch"

An ideal beverage, soft and delicate, and of exquisite flavour.

"KING GEORGE IV" WHISKY

Connoisseurs proclaim it mellow, exhilarating and beneficial.

The DISTILLERS COMPANY, Limited, Edinburgh.

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SOLE AGENTS

Step by Step

The man who works and saves gains his goal

Every day you hear some man say "I work right along, get good pay, but I can't seem to make any headway."

It's simply a case of giving all his thought to earning money and none to saving it. If such a man will keep tab on all his expenditures for a week he'll quickly see how he wastes some of his earnings.

Money has a habit of melting away. If you make your pocket your bank it melts all the quicker.

But when a part of your earnings each week is safely deposited to your credit with this bank, the inclination to KEEP IT THERE and ADD to it grows correspondingly stronger.

INDUSTRY must be linked up with THRIFT if you ever expect to attain the goal of your ambition.

Open a savings account—work and save. If you do you're on the high road to independence and plenty.

Let us help You.

The American-Oriental Banking Corporation

15 NANKING ROAD, SHANGHAI.

LANE, CRAWFORD & CO., LTD.

FURNISHING DEPT.

Ready Made

Mosquito Nets

in all sizes

Round or Square

from $15.00

Best Quality Fine Mesh

FURNISHING DEPT.

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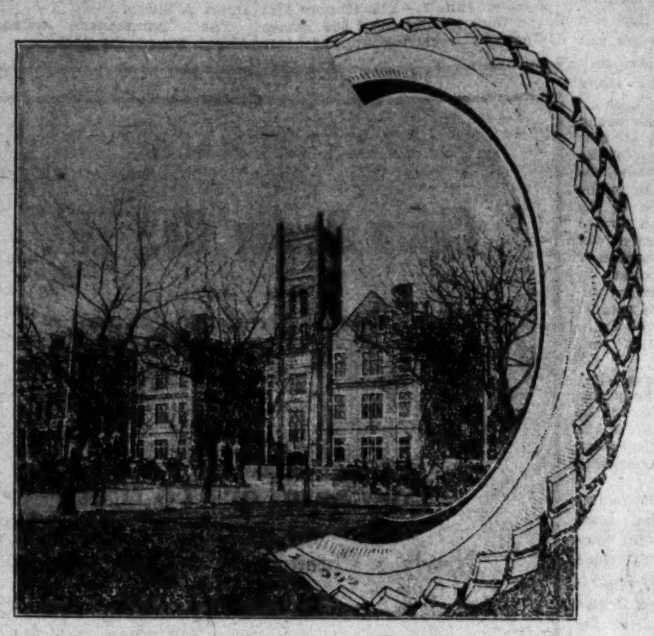


GOODYEAR TIRES

AKRON

Are Speeding Into World-Wide Favor —WHY?

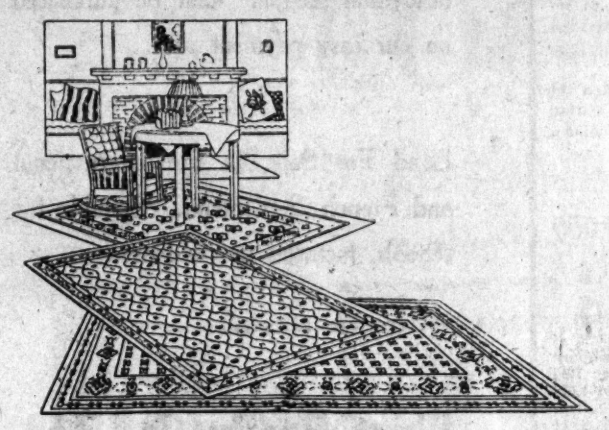
BECAUSE MOTORISTS HAVE FOUND THEM STURDY, DURABLE AND ECONOMICAL

Being extremely resilient, they reduce engine effort and save gasolene. Safety and long wear are incorporated in them through the most excellent materials and workmanship

Let your next be **GOODYEARS** and you will find that they lead all others in **MILEAGE and DURABILITY.**

GOODYEAR TIRES MAKE ANY CAR A BETTER CAR

GOODYEAR TIRES may be obtained at All Service Stations, or by telephoning Central 608.



CONGOLEUM ART-RUGS

WHAT ABOUT YOUR FLOOR?

One look at the display of Congoleum Art-Rugs will solve your floor covering problems.

You will admire the dainty design and pretty colouring.

Then the wide range of patterns will please you.

These Rugs are Washable, Waterproof, Sanitary
Call at Your Dealer.

CONGOLEUM

BY THE YARD

Here is the floor covering that combines low price with real beauty and durability as compared with printed Linoleum, which it resembles. Congoleum is more durable and more attractive, yet the price is less. The large variety of designs including Tile, Matting, Floral and Conventional Patterns make it suitable for every room.

CONGOLEUM RUG BORDERS cannot be told from Polished Quartered Oak when laid to a Rug.

All Patterns Now on View

at

YOUR DEALERS.

CONGOLEUM RUGS.

IDEAL FOR THE LIVING ROOM.

Congoleum Rugs have aided in solving what was a perplexing problem to many house wives—How to make the living room cheerful at moderate cost.

Congoleum Rugs are made by a new and wonderful process.

They do not fade in the sun, lie flat without fastening and never "Kick up."

THEY ARE WATERPROOF.

Ingersoll Radiolites

TELL TIME IN THE DARK

Waterbury
Radiolite

The hands and figures of Ingersoll Radiolites are thickly layered with a new substance containing Genuine Radium. This substance glows brightly in the dark and lasts for ten years or more. Outdoors at night, or in the bedroom the Ingersoll Radiolite is a great convenience. Just double as useful as a Watch that shows time only in the daylight.

Five models to select from including a wrist Radiolite and one in a white case to stand on the Bureau:

See them at your Dealer

Midget
Radiolite

Leading Importers of

METALS	Nails, Tinplates, Bars, Angles, Sheets, Plates, Zinc Sheets, etc.
INDUSTRIAL CHEMICALS	Caustic Soda, Chlorate of Potash, Acids, Dyes, Tanning Materials, Rosin, etc.

Gaston, Williams & Wigmore

FAR EASTERN DIVISION, INC.

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Railway & Steamship Supplies
Electrical Equipment & Power Plants
Textile Machinery
Building Materials
Woodworking Machinery
Chemical Plants Sundry Lines

JELLICOE PRAISES NAVY FOR BATTLE OF JUTLAND

Spirit Of Men Even Better Than Expected, He Says On Anniversary

(Reuter's Agency War Service)

London, May 31.—Admiral Sir John Jellicoe, speaking on the anniversary of the Battle of Jutland at Albert Hall, said that the spirit of the men of the Grand Fleet on the occasion of the battle even surpassed his high expectations.

He paid a tribute to the men of the merchant service, who, by their gallantry, have enabled the people of the British Isles to be better fed and clothed and in greater comfort than any belligerent or neutral in Europe. Despite submarinism and even worse enemy outrages at sea, no man had flinched and no ship had been delayed for a crew, while it was computed that 12,500 seamen have been murdered by the enemy.

Sir John Jellicoe said that the barbarities committed by the Germans, including the sinking of passenger-ships and the attacks on hospitals on land, will not be forgotten when the conditions of peace are considered. We should then possess power to exert an iron pressure on the Central Powers through our undiminished command of the sea. Our control of raw materials should be applied against these outrages as well as to set off any gains of territory the enemy might enjoy when peace is made.

SEMENOFF RETREATS BEFORE BOLSHEVIKI

Withdraws Detachment In Alexandrovski Region But Onon Front Is Unchanged

Reuter's Pacific Service

Harbin, June 7.—General Semenoff's communique states:

"There have been no changes on the Onon front South of Olovianaya. It is now clear that the enemy's losses in the battle of June 2 were very heavy.

"In the Alexandrovski region the arrival of fresh troops enabled the enemy to renew their attack, resulting in the retreat of our detachment from the village of Birki. In other parts of the above region the enemy for the time being is not displaying activity.

"According to reports from our agents in the enemy's camp, the Bolsheviki have dismissed from the fighting zone a great number of workmen who, by continual bad conduct, were demoralising the Red Guards. They have been replaced by Austrian, German and Russian sailors from Petrograd and Vladivostok. In their rear, the Bolsheviki are hastily digging trenches and fortifying Adrianovka station, south of Korimskaya."

According to news received by the local paper Novosti Jisni, the Bolsheviki have closed the Petrograd newspaper Popular Work for publishing an appeal to the Russian Social Revolutionaries to help the Allies.

Tomorrow's Band Program

The following program will be played by the Band in the Public Garden tomorrow, weather permitting, beginning at 5.30 p.m.:

1. March, Military Cadets. Sousa
2. Overture, Crown Diamonds Auber
3. Waltz, Heureuse .....Berger
4. Selection, The Girls of Gottenberg .....Caryll
5. (a) Two Step, Hop Scotch Rubens
   (b) Ronde, Lontaine .....Gillet
6. Selection, Carmen .....Bizet

A. de Kryger, Conductor-in-Charge.

News Brevities

The British Postmaster desires to acknowledge with thanks the receipt of books, magazines, etc., from Mesdames Palmer (Ningpo), F. S. Ramplin, R. Pote-Hunt, D. Lee, Davenport, N. B. Ramsay, Y. C. Wilson, Mr. and Mrs. W. F. Tyres, Messrs. Jardine Matheson and Co. (Chungking), Reid, Evans and Co., Asiatic Petroleum Co., Dr. P. U. J. F. Poledna-Vikoosky, Messrs. F. L. Marshall, J. H. McMichael, P. Heath, W. H. Griffiths, Lord, R. Grimshaw, R. Burn Symington, A. Bookless (Ningpo), C. Blix, Charles W. Marshall, K. Begdon, "E.H." "G.", "C.D.M." "Anon."

* * *

Members of the China and Japan War Savings Association are reminded that the June subscription list will close at 5 p.m. on Monday.

* * *

The exchange banks will be closed to public business next Thursday on account of the Dragon Boat Festival.

* * *

Lieutenant-Colonel F. Hayley Bell of the 10th Royal West Surrey Regiment has been awarded the Distinguished Service Order, it is learned.

* * *

One thousand one hundred and thirty-one male and 799 female foreign residents are now in Peking, according to the latest census taken by the police.

* * *

The Second Order of the Chiaoho has been awarded to Dr. Tenney, Chinese Secretary of the American Legation in Peking.

* * *

In recognition of his services during the recent American Red Cross drive in producing the playlet "La Fille de Mme Augot," Mr. J. Em Lemiere was presented with a silver cigarette case by the American Red Cross Drive Committee yesterday.

* * *

For stealing a quantity of iron bands from the godown of Messrs. Probst, Hanbury and Co., Whangpoo Road, two Chinese were given a week's penal servitude each yesterday in the Mixed Court.

* * *

Two shopkeepers were fined $100 each yesterday in the Mixed Court for selling opium without a license. Another drew one month's imprisonment for allowing opium to be sold and consumed at his premises.

* * *

The presentation of cups to the members of the Portuguese Co., S.V.C., took place last evening at the Shanghai Catholic Circle, the prizes being distributed by Mrs. Diniz. A program of music was given by the Portuguese Philharmonic Society and there were moving pictures and refreshments. A large attendance of friends of the Volunteers was present.

GERMANS SEEK TO BLOCK SUPPLIES FOR HOLLAND

Try To Prevent Dutch From Getting Materials Promised By Allies

(Reuter's Agency War Service)

London, June 1.—Reuter's Agency learns that the Germans are doing everything possible to prevent Holland securing the supplies which the Allies have placed at her disposal consequent on the taking over of Dutch shipping.

For instance, in connection with the offer made for the steamer Kennermerland to go to Holland with supplies on condition that another vessel sails from Holland, Germany has actually refused to allow any Dutch merchant sea traffic to continue. Thus, owing to the threats of Germany, the Dutch Government has had to prohibit all Dutch vessels, excepting sailing and fishing vessels, from going to sea.

The Allies pay good rates for the Dutch vessels they have taken over, but Germany refuses to allow any seaborne trading, thereby not only ruining the Dutch shipowner but endeavoring to starve the Dutch population.

WOMEN'S CLUB FETE DRAWS 1,000 PEOPLE

Red Cross Benefit Garden Party Attracts Big Crowd Despite Rain

Over 1,000 people attended the Red Cross Garden Fete held under the auspices of the American Women's Club at the Verdun Gardens yesterday despite the rain and the affair was a big financial success. Dancing, tea and refreshments and a splendid series of picturesque dances by girls from the St. Mary's School and the Young Women's Christian Association Normal School of Physical Education composed the program for the afternoon and the decorative scheme, one of the most elaborate ever seen here, with flags of the Allied Nations and Red Cross banners entwined, was a real feature.

Some 300 flags loaned by the American Consular Service and ships of the American Navy were used in the decoration, while flowers and greenery added to the attractive display.

Little girls from St. Mary's School presented a costume dance symbolising "The Growth of the Flower" and four colorful numbers representing the four seasons. Striking features which stood out in these dances were the representations of sun, wind and rain.

The program given by the Chinese girls from the Y.W.C.A. School of Physical Education comprised a set of dances in costume and an interesting physical drill. All the evolutions were gone through with grace and precision, while the blending of the costumes of the performers was artistic.

Members of the Women's Club, assisted by other American ladies, donated and served the refreshments and tea.

The club desires to express thanks to Messrs. G. Calavitis and F. Lo Giudice of the Verdun Gardens, who turned the grounds over to the American ladies and made possible the holding of the fete despite the rain. Paymaster Shirley, U. S. N., and the following enlisted men of the U. S. S. Palos, Messrs. Mott, Pillert, Johnson and Harris aided the decoration committee. The Club also desires to extend thanks to Mrs. Julean Arnold and Mrs. J. K. Sague for the offer of their grounds for the holding of the fete, although rain compelled the committee to decide yesterday morning to transfer the party to the Verdun Gardens, where Messrs. Calavitis and Lo Giudice placed everything at the disposal of the committee; to French Consul-General Wilden, the French Municipal Council, Mr. Hertzberg of St. George's Cinema, the officers and sailors of the U. S. Gunboats, Arts and Crafts, Weeks and Company, Mr. Louis Ladow of the Carlton Cafe, Honigsberg and Company, the Central and Hudford Garages, Mr. Philippi of the Verdun Club, the teachers and girls from St. Mary's School and the Y.W.C.A. School of Physical Education and the press.

The chairmen of the various subcommittees follow: Admission—Mrs. McCoy; Coffee—Mrs. J. C. Clarke; Tea—Mrs. Viloudaki; Punch—Mrs. Blechynden; Dancing—Mrs. Petrocelli; Decoration—Mrs. C. H. Webb; Children's Entertainment—Mrs. Allen and Mrs. Loehr; Children's Waitresses—Mrs. H. L. Heen; Ushers—Miss Russell and Mrs. Lyon: Refreshments—Mrs. MacBeth and Arrangements—Mrs. E. O. Baker.

The members of the Women's Club Executive committee and the garden party committee will meet Tuesday morning at ten o'clock at the Carlton Cafe when all accounts are to be settled.

Wedding

Perry-Taylor

The wedding of Miss Martha Lois Taylor, daughter of the Rev. and Mrs. Taylor of Nan, Siam, to the Rev. Edward W. Perry of Shanghai, was solemnised last Friday afternoon at the home of the Rev. and Mrs. J. M. Espey at the South Gate here. The ceremony was performed by Dr. J. A. Silsby.

It was a pink wedding and the house was beautifully decorated with Lady Gay roses, ferns and trailing ivy. In the dining room where the ceremony was performed the mantel and walls were a bank of roses and ivy. Mrs. C. M. Myers at the piano played Mendelssohn's wedding march and four small pages bearing satin ribbons formed an aisle for the bridal party. They were Masters Scott Crawford of Soochow, Henry and Charles Myers, and John Espey of Shanghai. The bride was preceded by two little maidens, Margaret Myers and Mary Frances Espey who carried boquets of Lady Gay roses tied with satin ribbons.

The bride gowned in point de esprit over white silk, followed on the arm of the groom. The ceremony was followed by a reception attended by about fifty guests.

Mr. and Mrs. Perry are spending their honeymoon in Soochow, and on their return will reside at the South Gate. Mr. Perry, after a year of study in the Language School at Nanking, comes to Shanghai to take charge of the Nantao Institute in the native city.

Germans Bomb Hospitals Again

(Continued from Page 1)

regard to which they regard neutrality as inadmissible.

They feel that this war is essentially a contest between right and wrong, between organised devilry and the principles of Christian civilisation. Up to the present they have seen no unmistakable sign that the Holy See is unreservedly with the right and against the wrong. They have seen to their regret many signs in many countries that the Roman Catholic Hierachy has been with the wrong against the right. They now see that when, through the good offices of the Pope, their Government accedes on religious and humane grounds to the request of a German Prince of the Roman Church that British airmen shall refrain from certain acts of war so as not to disturb the celebration of a great Roman Catholic solemnity by German Catholics, the German government sanctions and commits acts of war against defenseless French Catholics on the occasion of that very solemnity.

Therefore, they await some clear condemnation by the Holy See of this latest German outrage and of the affront it implies to the head of the Roman Catholic Church. Otherwise, their judgment will be irrevocably fixed.

Paris, May 31.—The newspapers unanimously condemn the fresh sacrilege by the Germans in bombarding Paris, similarly to Good Friday and Easter Sunday, regardless of the generosity of the British in agreeing to the request of the Cardinal-Archbishop of Cologne to respect the Corpus Christi celebration. It is emphasised that girl communicants in Paris knelt to receive the Sacred Host amidst the noise of the explosions of the German shells.

Berne, May 31.—The action of Germany during the Corpus Christi celebration has produced a painful impression throughout Switzerland.

Cuba Gives G.$600,000 For Red Cross Work

(Reuter's Agency War Service)

London, May 31.—The President of Cuba has authorised the expenditure of G.$600,000 annually on Cuban Red Cross activities in Europe. G.$240,000 is allocated for the aid of civilians in the war-zone and the relations of killed or incapacitated soldiers.

Unclaimed Cablegrams

Commercial Pacific Cable Co.

June 3, New York. Graves American Consulate Shanghai.

" 6, New York. Gardenia Shanghai.

" 8, Paris. Gestreaud Palace Hotel Shanghai.

BRITISH HONORS LIST

(Reuter's Agency War Service)

London, June 7.—The Honors List in the Gazette contains 1,500 names of persons receiving appointments and promotions of various grades of the Order of the British Empire, for war services.

The twelve persons who are created Knight Grand Cross or Dame Grand Cross include Princess Christian, the Duchess of Argyll, Princess Helena Victoria and Miss Agnes Weston.

The sixty-five persons created Knight Commander and Dame Commander include Mr. Hall Caine and Major William Orpen, Associate of the Royal Academy and of the Royal Horse Artillery.

The Commanders include Mr. Alfred Noyes, the poet.

China Realty Co., Ltd.

Real Estate--Architects--Insurance

For Sale or To Let

Newly Constructed Residences—modern—comfortable—containing four and five rooms, nice gardens, best residential section. Can be purchased on our easy payment plan.

Land For Sale, in the International and French Settlements. Suitable for schools, factories or residences.

China Realty Co., Ltd.

LAND & ESTATE AGENTS, ARCHITECTS

Agents: Lancashire Insurance Co.

Nanking and Kiangse Roads]

WEEKS & CO., LTD.

We have just received a very large consignment of CONGOLEUM containing some of the newest designs and a very wide selection of patterns, see ou window display.

CONGOLEUM is Waterproof and Sanitary; rot-proof and washable and requires no fastening.

For convenience, sanitary cleanliness and economy, there is nothing else made like it.

CONGOLEUM ART RUGS
Similar in appearance to
LINOLEUM

Sizes		Prices
12'	x 9'	$25.00 each
10' 6"	x 9'	20.00 ,,
9'	x 9'	18.00 ,,

CONGOLEUM UTILITY RUGS
look like Linoleum

9'	x 6"	$12.00 each
6'	x 3'	4.00 ,,

CONGOLEUM ART-RUGS

"You'd never guess they cost so little, they're so artistic!"

That's what *your friends* will say!
"You'd never guess how much work they save!"
That's what *you* will say after you have had them on your floors for a while!
A damp mop will restore a Congoleum Rug to its original beauty and freshness in an instant.

Congoleum Rugs always look neat and clean. They lie flat and smooth without fastening—don't kick up at the edges. They are sanitary.

The new Art-Rug patterns are beautiful. We have them in the popular sizes, suitable for every room in the house where a low-priced rug can be used.

You must see them—come in and let us show them.

Congoleum in 8 different patterns by the yard (all 2 yards wide)
Price $1.25 per yard

Colour printed illustrations upon application

FURNISHING DEPT. TEL. Central 296

Makes Them Bright and New Again

Furniture of all kinds, as well as floors and interior woodwork, can be given a handsome finish—usually in one operation—with Patton's Oriental Varnish Stain. No wonder wise housewives feel that they simply couldn't "keep house" without a can of

Patton's Oriental Varnish Stain

You'll find a dozen uses for it without half looking. Shabby chairs, badly scratched chiffoniers, marred tables—may easily be made new-looking again!

Patton's Varnish Stain is a perfect combination of varnish and stain. It dries over night and can be used over old varnish or over paint by preparing the surface with a can of the ground coat.

We carry it in all sizes from ¼ pints to gallons.

Estimates Free of Charge on Application to

FEARON, DANIEL & CO., INC.

PAINT CONTRACTING DEPT

NESTLÉ'S FOOD

Sold by the best Druggists and Stores
Wholesale Depot, 8 Nanking Road, Shanghai.

Doctor's Opinion in China:

"Even new-born babies have found it quite easily digestible and satisfying."

HERE'S
The Ideal Summer Drink

O V B

Oregon's Very Best

LOGANBERRY JUICE

1—*O.V.B. LOGANBERRY JUICE* is produced from full ripe LOGANBERRIES grown in the best berry district of Oregon, U.S.A.

2—*O.V.B. LOGANBERRY JUICE* is the ideal Home drink.

3—*O.V.B. LOGANBERRY JUICE* is NON-ALCOHOLIC and can be diluted with three parts of Water or TANSAN to one part Juice.

4—*O.V.B. LOGANBERRY JUICE* is not adulterated with water. It is the pure Juice only, with sugar added.

5—*O.V.B. LOGANBERRY JUICE* can be obtained in 16 oz., 8 oz. or 4 oz. bottles.

DRINK

O. V. B.
LOGANBERRY JUICE

NOTHING FINER FOR THE CHILDREN

O.V.B. LOGANBERRY JUICE SAMPLES AND RECIPES WILL BE FURNISHED UPON APPLICATION.

GANDE PRICE & CO.

SOLE AGENTS

Y. M. C. A. Campaign Notes

The General Committee of the Chinese Young Men's Christian Association having in charge the campaign which is to begin June 15 to raise a fund of Mex. $250,000 for a new building in Shanghai, has announced that the following persons will act as patrons in the campaign: Li Shun, Military Governor Kiangsu Province; Yang Shan-teh, Military Governor, Chekiang Province; Lu Yung-hsiang, Commissioner of Defence, Shanghai; Chu Ching-lan, former Governor of Kwantung; Wen Shih-tseo, Foreign Advisor, Kiangsu; Chu Pao-san, President Chinese General Chamber of Commerce; Lee Hou-yu, Shanghai; Sir Everard Fraser, British Consul-General, Shanghai; Sir Havilland de Sausmarez, Judge of the British Supreme Court, Shanghai; Judge C. S. Lobingier, of the U. S. Court for China; Mr. Thomas Sammons, U. S. Consul-General.

* * *

The Y.M.C.A. in Shanghai has a total of 2,106 Chinese men and boys enrolled in Bible classes, which is a larger number than is enrolled in the Bible classes of any other branch of the Y.M.C.A., America and Canada not excepted.

* * *

The Y.M.C.A. is the first missionary enterprise in China to become self-supporting. It has been the policy of the Association from its introduction to China, more than twenty years ago, to make the local work self-supporting. All of the large buildings occupied by the organisation in Shanghai and other ports of China were constructed by funds contributed by friends abroad, but the land on which they stand were contributed by Chinese. The only building which the Chinese contributed to is the one occupied by the Y.M.C.A. at Chefoo. All funds for the support of the branches in China are contributed locally in the form of memberships from Chinese. The present campaign is the first time that the organisation has asked the local community for assistance in Shanghai.

* * *

The Chinese Y.M.C.A. of Shanghai conducts several classes in industrial education, one of the most interesting phases of which is a mechanical drawing class with carpenter shop where furniture is designed and manufactured by the students themselves. The boys are first taught to design a chair, book-case or other article, and then they take the drawings and measurements to the carpenter shop and manufacture the articles themselves. The younger boys are taught to make articles of bamboo such as picture frames, stools, book-racks, etc. After the articles are completed the boys take them to their homes or give to them to their friends.

* * *

Some of the achievements of the Y.M.C.A. in China are as follows: The first athletic field meet in China was held under Y.M.C.A. auspices. The first organisation to teach Chinese boys to play games similar to the boys of Western lands was the Y.M.C.A. The first gymnasium for Chinese was opened by this organisation. The first swimming pool for Chinese was opened by the Association. The first night-schools for Chinese young men employed in business offices was opened by the Y.M.C.A. The first National lecture campaigns in China were conducted by the organisation as were also the first National health campaigns in China.

* * *

The Shanghai branch of the Y.M.C.A. has furnished to the various foreign and Chinese business firms of Shanghai more than 1,000 young men trained in English, typewriting, bookkeeping, and other lines of practical business instruction.

To Raffle Painting For the Red Cross

At the British Flower Shop, No. 8, Nanking Road, there is exhibited an oil painting by Mr. C. Pereira, which is to be raffled and the proceeds applied to the Red Cross.

"The Innocent Victim" is the title of the picture, and it represents vividly the tragic scene of a nun holding a dying sister nun who has just been struck by an enemy shell while attending to a wounded soldier at the battle-front.

The colors in the picture are very well mixed and it is one of the best productions of Mr. Pereira who has already quite a number of canvasses to his credit.

Launch Services

Tuesday, June 11, 1918.

The tender conveying passengers on board the S.M.R. s.s. Sakaki Maru will leave the Custom's Jetty at 11 a.m.

Thursday, June 13, 1918.

The tender conveying passengers and mails on board the T.K.K. s.s. Siberia Maru will leave the Custom's Jetty at 5 p.m.

PEKING SATISFIED BY COURSE OF ELECTION

Only Southern Provinces And Hunan Fail To Carry Out Ballot

(From Our Own Correspondent)

Peking, June 4.—It is evident that the Government is very anxious to have the parliamentary elections carried out with every appearance of respect for order and strict legality, and it is also anxious that publicity should be given to the proceedings. The Ministry of the Interior is proving very accessible with regard to this matter, and the exact status at which the elections have arrived is not difficult to ascertain.

Since the promulgation of the Presidential Mandate fixing the date of the elections of senators and representatives, the different provinces have been busy carrying out the order, so that the elections might take place at the appointed time. Szechuen, Kwangtung, Kwangsi, Yunnan and Kweichow have been unable to complete their election arrangements on account of circumstances arising out of the war in these provinces; and Hunan has been also unable to complete the arrangements required by the Central Government for like reason.

It appears that at Saturday's meeting of the Cabinet it was decided to allow the five south-western provinces a postponement in the completion of their arrangements; but no other province is to be allowed to postpone its arrangements unless, like Hunan, it can show good reason for so doing; and the special circumstances being made known to the Minister of the Interior he will duly lay them before the Cabinet for consideration.

Up to the present, the returns from the primary elections have been very satisfactory, and the Government feels confident that the election will be duly completed in the near future.

Assuming the legality of the elections, a somewhat large assumption, it seems quite clear that they are being carried out with despatch and with a greater degree of efficiency than has ever before marked elections in this country, whether for local bodies or for parliament. It is impossible here to know whether any pressure is being applied to secure panels of primary electors that will not be parti-colored, but it is significant that the local vernacular papers, including those opposed to the Government, contain no suggestions to that effect.

CHEFOO'S CONTRIBUTION TO RED CROSS $2,000

Keen Interest Of Chinese Most Interesting Feature Of Drive There

China Press Correspondence

Chefoo, May 31.—It is too early yet to get an accurate statement of the total sum accumulated in the big drive for the American Red Cross Society, but no stone has been left unturned to make it a worthy one. At present it is certain that over $2,000 will be sent from Chefoo, and when it is considered, that in addition there was the appeal for St. Dunstan's Hostel on Empire Day, residents cannot be accused of lacking in generosity towards the war organisations. It was a capital plan to erect a big clock at the Russian post office so that the total amount received might be seen each day, and it was exceedingly interesting to take a trip down to note what figure the indicator pointed to.

Perhaps the most striking feature of of the effort has been the keen interest the Chinese have taken in it. They have vied with their Allies in contributing towards the fund and the garden fete which they organised was the finest piece of work the Chinese have done of its kind in Chefoo. They turned the tennis courts and ground of the Y.M.C.A. into a veritable garden of beauty, by tasteful decorations and magnificent illuminations. Then all around were a number of booths where the most tempting and alluring of rarities were displayed to the best advantage. The whole organisation was under the able leadership of Mr. Tan Tai, Chairman of the Chinese Chamber of Commerce, and both he and all associated with him deserve the heartiest congratulations and thanks of the community for giving fresh points on up-to-date methods for furthering the cause of war organisations.

A military band was present and the cinema from Moscow exhibited a fine collection of pictures. The side shows drew large crowds and were the centers of merriment. The concert program was a of a very high order also and revealed the pleasant fact that there is exceptionally good music talent amongst the native population. It would be invidious to single out any special items for distinction for as all the numbers were so good, special praise can be given to none, but the program is appended so that its standard may be judged:

Opening remarks ...Chairman Taoyin Wu Yung.
Pianoforte Solo .....Mrs. James Woo.
Magical Tricks .....Mr. F. K. Ching.
Vocal Solo .....Mr. W. T. Li.
Chinese Orchestra
Quartett Messrs. S. D. Ku, W. T. Li, D. D. Yuan and K. K. Yuan.
Mimic ..... Temple Hill Students.
Pianoforte Solo .....Mrs. James Woo.
Chinese Banjo Solo ...Mr. Y. S. Yong.
A Comedy .....Local Amateurs.

Apart from the financial success, the organisation of this fete serves as the most effective reply to the enemy propaganda. Here the agents of the Central Powers have worked assiduously to inflame the Chinese against the Allies and so the fete will long live as a criterion of what they can do and also is incalculable evidence of their unity with and friendship for the Allies.

In accordance with President Wilson's appeal for a Day of Prayer the American community attended a service at the residence of Dr. Hunter Corbett. Dr. Elterich presided and spoke to the point, as did the veteran missionary himself, while special prayers were offered for the President and his advisers as well as for the military and naval leaders. The Allied Nations were not forgotten either. Both Mr. and Mrs. Maynard and Mr. Chapin were present.

Judging by the weather of the last ten or twelve days it would seem that the rainy season has come. If we get very much more in the next few days the big crops of wheat will be spoilt. Cherries and strawberries have been abundant and in consequence are extraordinarily cheap. So far we have had no hot weather. Visitors are beginning to arrive and the next few weeks will see a big increase in their number.

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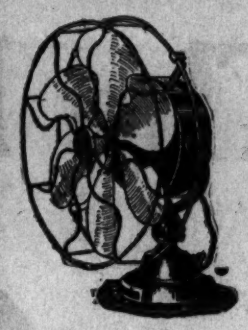

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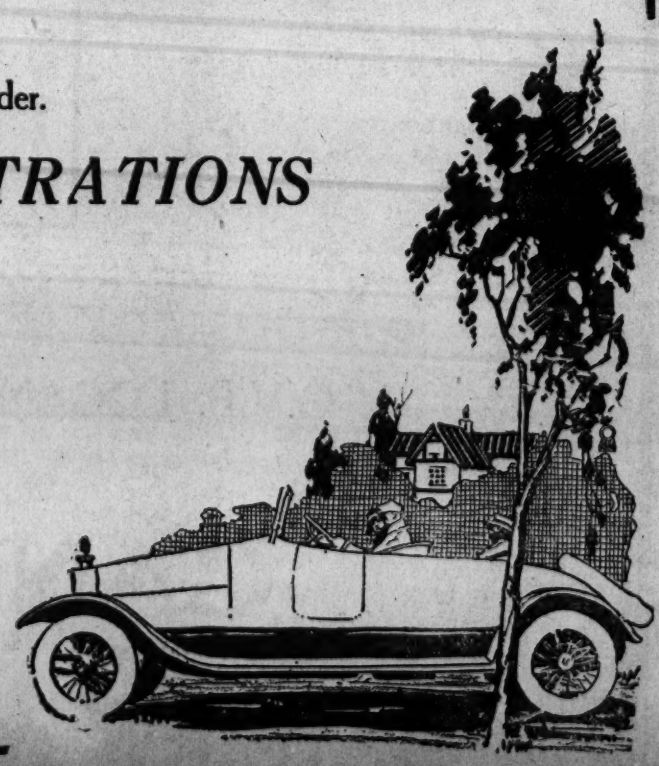

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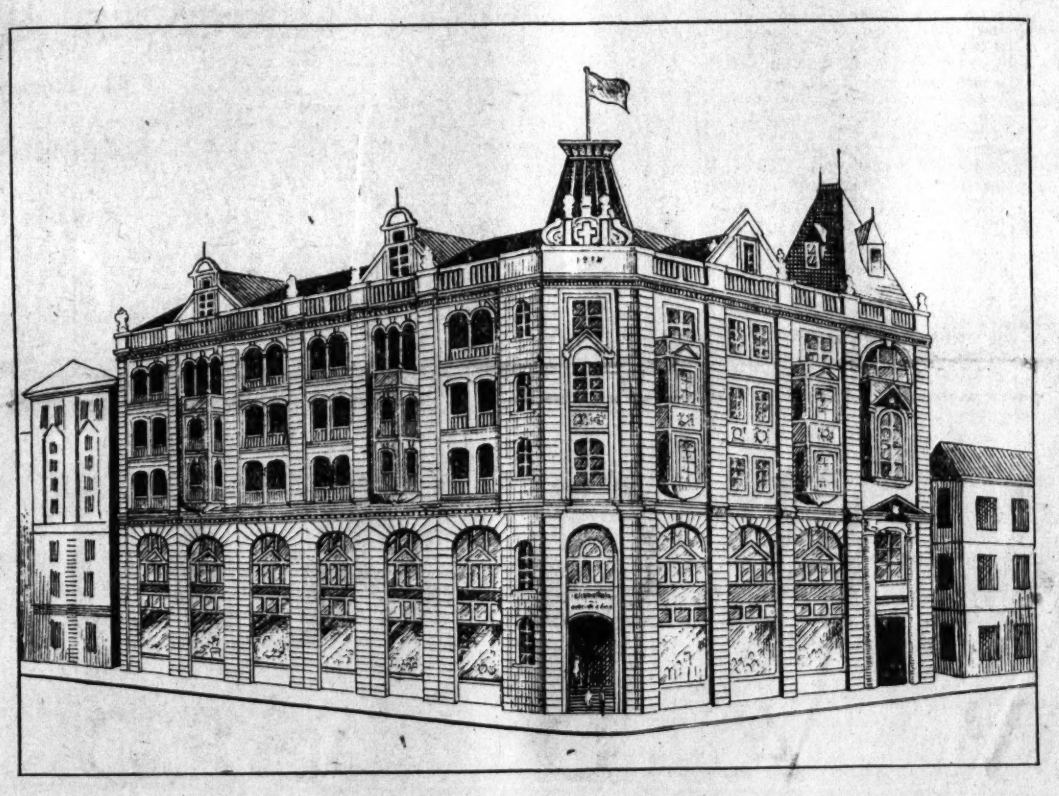

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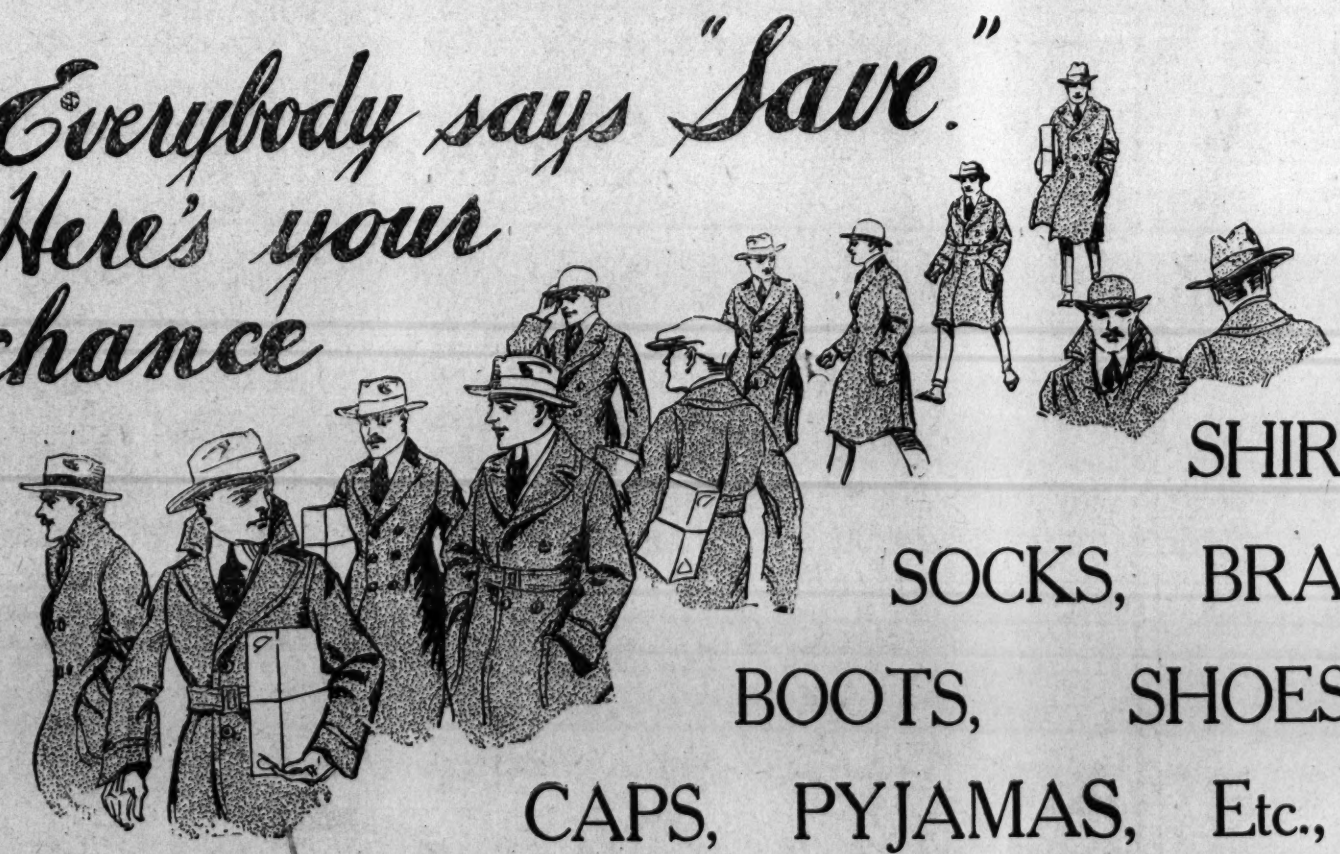

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CHANGING STATUS OF ITALIAN WOMEN

Many Now Enjoying A Freedom Never Dreamed Of Before The Great War

By Beatrice Baskerville

In Italy in prewar days the position of women seemed half Oriental to American eyes. Their seclusion, their restrictions, the jealous way in which they were kept from public places, shocked the modern girls from New York and made them jump to the conclusion that the Italian maid, wife and mother had a very rough time of it. You still hear stories of a despotic husband who puts flour on the floor in front of all the windows lest the wife of his bosom go to look on the outside world; of the husband who locks the women folk in when he goes to work; of the father who forbids his daughters to wear anything but black in the street.

But these customs linger only in out-of-the-way corners of the south of Sicily and of Sardinia. Even now in that enchanting island a girl never sees her husband till the marriage is arranged. Even today in Sicily you can find hundreds of middle-class families where no men enter who are not of the family, where the men folk visit the cafes and theaters alone, too jealous to bring their women. Climate, inter-racial influence and the revered custom of marrying girls as early as possible have brought about this seclusion. The fact remains, however, that a clever and energetic woman in Sicily and Sardinia is as influential in her family as Mrs. Smith of New York or Mrs. Brown of Boston. The restrictions hamper the average woman and not the exceptional one. But as the average woman is the most widely diffused, the position of women in Italy is very different from that of their American sisters.

But here, as elsewhere, the war has brought about a change. The Italian husband, father, brother has found out that his women folk know how to "carry on" at home while he is at the front. For them to return home for a short furlough and find the home as clean as before, the children well, the old folks contented, despite the fact that the able-bodied men were not there to look after it all, was a great revelation. They expected to find only desolation and dislocation at home. They were agreeably surprised to find all the old comfort. And they went back after their first furlough with a great feeling of relief in their hearts, that while they were in peril there was one fixed and safe place, thanks to their women folk. Thousands of Italian men firmly believed their homes would go to pieces the moment their backs were turned. And the experience has made them appreciate their women folk more than the news that women are doing men's work in shops, street cars and factories. It has been brought home to them that women, even in Italy, are the life of the nation that is stable, while they are the life that changes, transformed by war, death and wounds.

Bill to Remove Restrictions

The Italian man, thus roughly shaken out of his half-Oriental attitude toward his women, has had the fairness to admit that the position of the other sex needs a great deal of alteration. So, gradually, very gradually, the Italian woman is coming into her own. The process is slow, and many traditions and prejudices have yet to be overcome. But Sacchi, Minister of Justice under the last Government, certainly voiced the wishes of many men when he brought in a bill for the abolition of various restrictions weighing upon women. Till that bill is made law no woman may have tutelar right over her own children, even after the father's death. The right is vested in a "Family Council," who decide about her children's education, etc. She is a member of the council, but has only one vote.

Another restriction which the bill will at least party remove is the incapability of a married woman to deal with her personal property except with her husband's consent.

Business, Not Sentiment

The consensus of opinion in favor of new laws for women is not by any means a chivalrous one. But the war has proved how hard it is for family interests to be maintained when wife and mother have no power to dispose of property or reinvest money they brought into the family. The large number of war orphans proved too that the children suffer from the mother's restrictions.

Side by side with this feeling of utility is a certain amount of sentiment, however. Public opinion is gradually growing in favor of woman's partial emancipation. Women are ploughing the fields; thousands of them are working in the war zone, carrying up mountain sides loads of cement and wire netting on their backs, making the insides of trenches warm and watertight for the soldiers to inhabit. The vineyards around Rome are being tended by women, while the street cars are run by them, letters delivered by them, streets cleaned by them, munitions made by them. In short, despite a feeling against having women do men's work in Italy, the prolongation of the war has made them sought after.

At first they were snubbed, told they had better go back to their children and kitchens. In the public offices ministers told newspaper people that they did not want women. Facetious caricatures appeared in the press, showing women workers in foolish situations, running away from mice, dragging an unwilling cupid into their offices, and so forth. But, as class after class called up, women were told they might, under certain circumstances supplement men. Finally a national appeal has been issued to men and women between the ages of eighteen and sixty to offer their services for "civil mobilisation."

Since the beginning of the war women of the upper classes have been doing nursing and sewing for the soldiers. This has brought about a subtle and far reaching change. Young girls walk alone—a thing unheard of five years ago. A mother of anywhere above the poorest classes would no more have allowed her daughters to go to church or to school alone than she would have let them fly to America in an aeroplane. But now mothers and duennas are too busy to play chaperon. There are still many families where this innovation is looked upon with horror. When the men folk come back from the front on leave or furlough there is a good deal of criticism; but some give in; as to the others, no sooner have they started back for the trenches than the restrictions they enforced during their stay are relaxed. You hear an elderly woman of title tell her friends that her daughters go out alone because "all the young men are at the front, so there is no fear." As a matter of fact, there are still young men at home, to say nothing of fascinating officers on leave. But men are getting used to seeing nice girls about alone, and take no more notice than if they had a duenna with them.

Noble Peasant Women

But to the Italian peasant woman Italy owes the deepest debt of gratitude. They have shown themselves to be the true and worthy mothers and wives of the country's peasant army. They are performing miracles of hard labor and abnegation. While the country districts have been combed to such an extent that you will not meet an able bodied man in the fields except for the short time allowed for soldiers furloughed home for the hardest part of the field labors—in spring for sowing and late autumn for ploughing—their women are doing the roughest labor, sowing corn, potatoes, beans, hoeing, pruning and sulphuring the vines, guiding cart and plough, reaping the hay and what the men folk did not have to do, looking after their families as well.

The Ministry of Agriculture electrified the country in 1916 by asking these peasant women to compete for the Medal of Agricultural merit awarded to those who worked hardest for the grain harvests. The news created quite a sensation, for it was the first official or public recognition of woman's claim to do her part in the war's gigantic task. True, women have worked on farms in Italy for centuries, but never before has either philanthropist, social reformer or politician acknowledged the fact, let alone thought to reward woman for her superhuman efforts in this time of stress.

Decorations Too

Since then women's work in Italy has had public recognition in the shape of decorations for nursing, etc. And politicians make a point, when speaking outside the Chamber of Deputies, of saying that the women of Italy are doing splendid work. One would almost suspect some of them were thinking of the sex as not far distant voters.

One question which this partial emancipation of the Italian woman has raised is divorce. In this country divorce does not exist. There is legal separation—nothing more. A taste of liberty, the enjoyment of wages which only men could dream to get before, have caused Italian women to sigh for the divorce court. Many of them argue that husbands would be more faithful and considerate if they knew that wives have one weapon of divorce with which to punish them for neglect, unfaithfulness and cruelty. True, a well-to-do couple could get divorced by a trick, if both parties were willing. With ten days at their disposal and $300 in their pocketbooks, they went off to Hungary, became Hungarian citizens, got a divorce in the local courts, returned home and separated forever, free, and able to marry again. Certain cities in Hungary were so used to having Italians visit them for this purpose that special agents make all things smooth. But Italy is now at war with Hungary. Belgium, where divorce was easy, is under German rule; Luxemburg is too near Germany for a divorce journey; Holland, Portugal, Rumania and Sweden are either too far or too unhappy for such proceedings. Switzerland, formerly accommodating, refuses to accept new citizens. It is almost impossible to get a passport to visit Sweden. The cost of such a journey has increased a hundredfold. So, for the time being, such divorces are out of the question. Besides, many men and women, though anxious to be free of one another, scorned to gain freedom by such methods. And they now feel more than ever before that this world war should bring about the possibility of getting divorce within their own country.

A prominent lawyer sought divorce by going to Hungary in May, 1916. His domestic war made him forget the other one, and he was still in Hungary when Italy joined the conflict and he was forced to join the Hungarian Army, having become a Hungarian citizen a few days before. He was sent to Galicia, taken prisoner by the Russians, and was exchanged only after long negotiations and many hardships. The fun of the thing was that no sooner did he get home again than he made up with his wife and they were remarried.

President Wilson Burns Hand On British Tank Ride

PRESIDENT WILSON IN BRITISH TANK ©INT.

President Wilson participated in an impromptu Liberty Loan demonstration, riding through the Capitol grounds in the British battle tank Britannia. His left hand was burned to the bone when he gripped a muffler pipe in climbing out of the machine. His physician, Rear-Admiral Grayson, issued a statement, saying: "No complications have developed, but it will be a month before the President regains the use of his hand."

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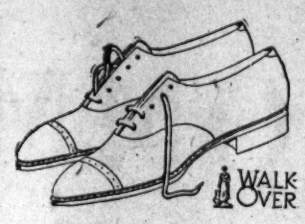

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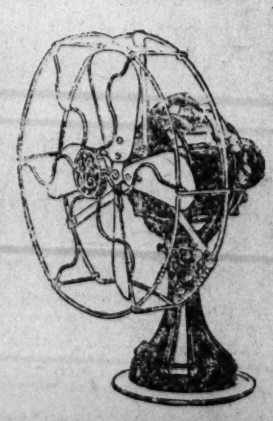

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DECLARES OUR NAVY HAS BESTED U-BOAT

Depth Bomb, Listening Device, And Seaplane Did The Trick, Says Kerney

MADE FRENCH COAST SAFE

No Tonnage Lost For Three Months—Troops And Supply Ships Coming Fast

A French Seaport, April 20, (Associated Press).—"I have seen so much that is fine in the way our navy is keeping the faith along the west coast of France," said James Kerney, Director for the Franco-American Committee of Public Information, "that I think the folks at home would like to know how admirably our troops and supply ships are being safeguarded.

"A French Vice Admiral told me that it was due to the great skill and co-operation of the American Navy that no tonnage has been lost on this coast for three months. He was most enthusiastic in his praise of Rear Admiral Wilson, who seems to have captured all this part of France. The depth bomb, listening device and hydroairplanes in the hands of the Americans have conquered the submarines.

"I happened to be at a port when a convoy, including several big troopships, formerly German liners, came in. I went on board some of these transports and found the troops happy in admirable surroundings. I also visited some of the destroyers. The commanders of both the ships and destroyers go without sleep for days at a time in order that the troops shall be safe from danger.

"Not only are the troops and supply ships coming very fast now, but it is a big job guarding the entire west coast, which is being done in a big way."

Mr. Kerney is visiting all the American bases along the coast and in the interior of France with French University lecturers, who desire to see for themselves what the Americans are doing in France and are taking films for reproduction at the universities and schools. Mr. Kerney alluded to the deep feeling shown by the rural population of France about America.

"Along the roadside," said he, "it is not uncommon for women and children to kneel as our American military cars go by. In one very old church where we stopped we found the Stars and Stripes draped over a tablet recording the names of the parish boys who had gone to the front."

Mayor Of New York's China-Town Sells Bonds

WILLIAM LE BUE. ©Int'l

William Li Bue, mayor of New York's Chinatown, making a successful appeal to his countrymen to buy Liberty Bonds of the third issue. Loan rallies were held nightly in that odd section of New York, Chinatown.

CONVENTION

(From the Houston Post)

Convention may be defined as a sort of precedent or custom which restrains a lady from cussing when she is as mad as a hornet, but which permits a man to swear like a trooper when he steps on a collar button.

American Prisoners Grossly Abused By German Captors

Paraded Half-Starved About Germany And Cheated Of Food Offerings From British Prisoners By Swift Removals

The Hague, April 20.—From irrefutable evidence obtained by The New York Times correspondent, it is impossible to close one's eyes to what is going on in the hospitals and prisoners' camps in Germany. It is a mistake to believe that the treatment has improved. On the contrary, it is as bad as it ever was, even worse.

The punishments inflicted are cruel and inhuman. As is well known, prisoners are absolutely dependent upon parcels of food and clothing. A favorite punishment is to withhold these from a whole camp or from large bodies of prisoners. It has been established beyond doubt that prisoners are employed behind the front and are under shellfire, in defiance of The Hague agreement of 1917.

Some prisoners never reach a camp in Germany for six months, meanwhile receiving no parcels of food. Their condition on arrival at camp, broken down and starving, is pitiable.

The evidence doesn't tend to show that American prisoners are receiving any preferential treatment. It is reported that the first American prisoners taken were hawked about the country, presumably to show them off to the populace. At Giessen, where it would seem, American prisoners were kept on two separate occasions, they were prohibited any intercourse, even by sign language, with other prisoners and were not allowed to receive parcels of gifts from them.

British prisoners at Giessen asked if they could give parcels to Americans and finally received permission to do so the following day. But the next day the American prisoners were moved away early in the morning.

British prisoners were able to detect Americans who had been captured any length of time by their appearance and by the state of their clothes. Until parcels for them arrived from Berne their state was deplorable.

A British non-commissioned officer recently obtained the signatures of the first ten Americans captured and talked with them. These men signed the scrap of paper in the hope that some news of them would reach the outside world. They were in poor physical health and somewhat despondent.

A few recent examples from a large amount of sworn evidence follows:

In February, 1918, 4,000 men were sent from a Westphalian camp to within thirty kilometers behind the front. Their guards ran away to escape the British shrapnel fire.

The state of prisoners coming from the big Somme battle in the first week of the present month was deplorable. Their wounds had not been dressed in many cases for more than ten days. Owing to the lack of dressing, British comrades bandaged their wounds with old towels and shirts.

It was formally announced by the German authorities in Camp Bonn on April 13 last that two British soldiers, R—— and B——, had been shot near Minden for not stopping talking when ordered to do so.

In November, 1917, men were brought into the hospital at M—— continually, having been wounded by shrapnel from behind the lines. Wounded men lay for three or four weeks unattended and grossly neglected.

Much of the sworn evidence is so repugnant that it could not be published. There has been talk of reprisals on American prisoners, and even foreigners born in America are included in these threatened reprisals.

"We will hit America through the Allies," one commander stated.

Shanghai Baptist College Notes

A cable has been received granting the college the right to confer degrees on its graduates. Presentation of degrees will take place in connection with the tenth anniversary exercises, Saturday, June 22.

• • •

Entrance examinations will be held this year at the college on June 15 at 9 a.m. Unfortunately the new dormitory will not be ready by next fall and the number of rooms available is limited.

• • •

Last Saturday evening the Sophomore class, under the dierction of Mrs. Anderson, gave "The Merchant of Venice." It was well played and much appreciated by the students.

• • •

The trip of the Evangelistic Band to Ningpo, scheduled for this week, has had to be called off because a number of the boys are down with fever. The Rev. C. L. Bromley left yesterday for Hangchow to see the work there. He returns tomorrow.

SPANISH MARQUESS ARRESTED IN FRANCE

Paris, France, April 27.—The arrest on an espionage charge of the Marquess de Arquevilly, a Spanish subject, which took place on Monday, has resulted in the development in the Parisian press of many details of his remarkable career. This morning's newspapers print the story of the manner in which he worked as an engineer for the Krupps for 11 years, then made a fortune of 4,000,000 francs in commissions on the sales of submarines built on plans furnished by him.

According to these accounts, he returned to France at the outset of the war, got himself naturalised within 24 hours and was incorporated into the army, where he obtained two promotions. The newspapers now declared that the submarine plans which he took to the Krupps were stolen from the French Ministry of Marine. M. Laubeuf, the engineer who drew the plans which have been brought into question, tells the Petit Parisien that they were stolen, but he makes no direct charge against the Marquess.

The first submarines produced by the Krupps, it is claimed were recognised as copies of the French submarine Algrette.

The Marquess, in his own defense, says he accepted offers made to him by the Krupps only after he had offered his services to both France and England, and that he built four submarines for Russia before working for the Krupp firm. He denies that he stole the plans of the Algrette. He was exempted from army service last year.

Guard the Children from Spring Colds

Spring is a trying season—one day is warm the next is wet and chilly—unless the mother is on her guard the little ones are seized with colds. Baby's Own Tablets, the Canadian childrens' remedy, are mother's best friend in preventing or banishing colds. They act as a gentle laxative, keeping the bowels and stomach free and sweet. An occasional dose will prevent colds, or if a cold does come on suddenly the prompt use of the Tablets will quickly cure it. The Tablets are sold by medicine dealers, or by mail at 60 cents a vial from the Dr. Williams' Medicine Co., 96 Szechuen Road, Shanghai.

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Today's Church Services

Holy Trinity Cathedral.—June 9, Second Sunday after Trinity. 8 a.m., Holy Communion (and at Bubbling Well Chapel). 10 a.m., Children's Service. 11 a.m., Mattins, Baptism and Confirmation. Anthem, "Come Holy Ghost" (Attwood). Hymns 156, 328, 349, 280. Preacher, The Bishop. 6 p.m., Lecture and Evensong. Hymns 211, 540, 26. Preacher, The Dean.

St. Andrew's Church, Broadway.—June 9, Second Sunday after Trinity. 10.30 a.m., Mattins. 6 p.m., Evensong and lecture on Church History; lecturer, the Lay Reader.

Union Church.—11 a.m., Preacher, Rev. C. E. Darwent, M.A.; subject, "Christian Confidence"; chant 51; Anthem "O taste and see" (Goss); hymns 668, 72. 6 p.m., Preacher, Rev. C. E. Darwent, M.A.; subject, "Christ before Herod"; chant 49; hymns 409, 285, 87, 698.

Shanghai Free Christian Church.—The services in the above will be conducted as follows:—11 a.m. by Rev. J. W. Lowrie, D.D.; 6 p.m. by Mr. Arthur Moore.

St. John's Pro-Cathedral, Jessfield.—Evening Prayer in English at six o'clock. Preacher, The Right Rev. F. R. Graves, D.D.

Christian Science Society of Shanghai, Masonic Hall, The Bund.—Sunday Service 11 a.m., Subject: "God the only Cause and Creator." Sunday School 10 a.m. Wednesday evening 6 p.m. Reading Room No. 21 Nanking Road. Room 71, daily except Sunday, 10.30 to 12.30.

American Song Service.—Reverend Frank Knight Sanders, Ph.D., former Dean of Yale Divinity School, and President of Washburn College, now Director of the Board of Mission Preparation in North America, will address the American Song Service, at 5 p.m. at the Palace Hotel. There will be special music.

Standard Oil's Plan For Eliminating Labor Problems

Explained By President W. C. Teagle, In An Authorised Interview With P. W. Wilson, Former M. P. And A Leader In British Labor Movements

P. W. Wilson, Special Correspondent for the United States of the London Daily News, is identified with the great labor movement in England. For many years he represented a London constituency in Parliament and introduced in the House of Commons the Right to Work Bill and the Housing Resolutions on which the very important Bonn Planning Bill was founded. He is therefore thoroughly conversant with all phases of the great labor advance in England. Otherwise, Mr. Wilson is among the best known British journalists, was Parliamentary representative of the Daily News during the last eighteen years and is the author of "The Unmaking of Europe," a war book, and of "The Christ We Forget."

As a member of the British Parliament and a writer for British newspapers, I have taken, for many years, a keen interest in questions which affect capital and labor. Compared with America, England is a small country and, with her limited population and resources, she can only hold her position, whether in peace or war, by making fullest use of her man power and by avoiding strikes. Recently our Government has published industrial reports dealing with the causes of unrest among workers, and in many industries there is now an elaborate system of conciliation boards. I was, therefore, much attracted by certain announcements made recently on behalf of the Standard Oil Company of New Jersey. The directors propose a scheme of representation for the workers that looks as if it might revolutionise the spirit of both masters and men. I wished to hear more about this development and I called, therefore, on the man best able to give me information—that is, Mr. W. C. Teagle, the President of the company. I found him to be what we in England should call young for so responsible a post—his age is only thirty-nine years—but I soon realised why his rise has been rapid. He has the faculty of decision and he has imagination.

"Let me explain," he began. "Our company is wholly distinct from the others which deal in 'Standard oil.' The Supreme Court has seen to that. We run entirely on our own."

"Leaving the others to follow your good example?" I remarked—at which he smiled.

"We are pioneers," he said, "and our experiment has aroused great interest among other concerns. You may be very sure that people are watching us closely."

"How many workers are affected?"

"About 30,000 in all—of which number 5,000 are at Bayonne, 2,000 at Elizabeth and 1,000 at the Eagle plant, Jersey City."

"Is it your object to allay industrial unrest?"

"Not to allay it," replied Mr. Teagle, "for there is no unrest. We decided to do what we have done entirely of our own free will. Our employes are today quite contented. It is our aim to create an atmosphere which will for all time make trouble impossible. We have chosen, as we think, the right moment to inaugurate our new departure, for the sky is today clear as far as we are concerned. We can claim that there are no grievances to discuss."

"Do not your men suffer from the rise in prices?"

"They do. But it is our settled policy to pay as high or higher wages than other people in the locality, and those wages have been increased five times since August 1, 1915. The increases vary, but are as much as 98 per cent in all for common labor. It is part of our plan that for the future all changes in pay, whether up or down, shall be made in conference with the representatives of the men affected."

"How will you arrange that?"

"We divide our men into sections—or divisions—including process men, boilermakers, blacksmiths, watchmen, cleaners and so on—and for every 150 persons employed, approximately, one representative is elected by ballot. If a vacancy occurs, a special election will be held and the intention is to hold elections annually. I should add, however, that at any time during the year of office the voters may withdraw their representative and appoint another. Moreover, they vote by ballot and nothing whatever will happen to a representative who frankly speaks his mind on any point. We believe that the mere fact of the workers thus meeting with us as equals for common counsel will assist good relations all around."

I was here shown a photograph of the recent dinner at No. 26 Broadway, when directors, superintendents and foremen and no fewer than seventy-three elected representatives of all grades mingled freely at the various tables.

In the event of a wage adjustment or of a special grievance arising, the matter will first be discussed with the representatives of the division particularly concerned. Probably an agreement will result, but if this expectation is not realised it would be possible to refer the matter to the whole body of representatives for the works in question. Apparently, these representatives will hold much the same position as shop stewards in Great Britain.

"Do your proposals"—so ran my next inquiry—"include an opportunity for purchase of your stock by your men?"

"That plan has been adopted by the United States Steel Corporation and we have had it under consideration. But, for the present, we aim at obtaining for our workers certain solid advantages which, in our opinion, they will value more highly than a small investment in our capital. We believe that our scheme of annuities, death benefit and insurance against accident and sickness will prove to be more comprehensive and generous than any in existence."

Mr. Teagle here showed me the revised summary of these concessions to labor. The annuity amounts to 2 per cent of salary for every year of service. It is payable at 65 years of age, and the minimum annuity is to be $300 per annum. The maximum annuity is 75 per cent of salary—that is, the annuity does not increase after 37½ years' service, except as the salary itself increases. This stipulation is necessary, for the scheme is otherwise so generous that a man with, say, fifty-five years' service would actually obtain a higher annuity on retirement than his salary! For persons retiring earlier than the age of sixty-five years, either through disablement or advancing years, special allowances will be made.

Mr. Teagle here showed me the insurance policy, which has been arranged with the Equitable. For accidents incurred while on duty the company itself assumes direct legal responsibility under the Compensation Law. The policy, therefore, which applies to death from sickness or accident, provides double insurance for death from accidents incurred while on duty.

"You will see," explained Mr. Teagle, "that the employe who stays with us for one year has life insured at our cost. The amount of insurance rises annually from three months' pay to one year's pay. The minimum policy is $500 and the maximum is $2,000. At death whatever sum may be due is paid to the dependent blood relatives of the man. But if he have no such dependents—that is, no wife, children, mother, &c.—the insurance is limited to $500. This restriction is quite

(Continued on Page 11)

Schwab's Appointment An Epoch In War Making

Steel Man Used To Be A Strong Opponent Of President Wilson—Washington Sees Policy Of 'The Best Man For The Job'

(*New York Times*)

CHARLES M. Schwab's appointment as Director General of the Emergency Fleet Corporation, to have charge of the building of ships to win the war, had an electrical effect on Washington, where it was regarded as epoch-making in our war progress. Of all the appointments made at the capital since the declaration of war there had been no parallel to this one.

President Wilson, in calling upon Mr. Schwab, violated precedents long indorsed by public opinion. The steel man was a strong opponent to Mr. Wilson's renomination. "He told me," said a prominent official in the Wilson Administration, when asked about Schwab's attitude in the last campaign, "that he intended to raise $2,000,000 to defeat Wilson."

Mr. Schwab is building more ships for the Government than any other man in the country. The companies which he controls are turning out probably more than one-fifth of the ships now being supplied to the Government. This fact is important in itself, of course, but it has a particular interest because of the recent report of the Senate Committee on Military Affairs, recommending that, in the reorganisation of the Aircraft Board, no aircraft manufacturer should be in direct charge of contracts and purchases.

"That means," said an industrial leader at Washington last week, "that no man who knows a business shall be placed in charge of it. It is a question of production, not restriction. The nation's very life as a free people rests upon getting the best possible man. Who is the best man but he who is most interested in the business, who has shown that he has the ability to produce more than any other man? The time has come when the patriotism of the men most needed by the country must be trusted. They can resign their positions in the companies they control to conform with the law, but how are they going to transfer their large interests except as a matter of fictitious form? Are we going to lose or prolong the war because of peace-time safeguards?"

The President has asked the man most interested financially in shipbuilding to take charge of shipbuilding at a crisis in the history of the country. Mr. Schwab, as his record shows, knows how to build ships. All other considerations had been dropped into second place. The demands of war necessity, according to the views of everybody of intelligence nowadays, require that the best qualified men be appointed and trusted.

As the war goes on there is no doubt that every department at Washington will feel the application of this standard more and more. Much had been accomplished in shipbuilding preparation; both E. N. Hurley, Chairman of the Shipping Board, and Charles Piez, Vice-President of the Emergency Fleet Corporation, have received credit for that, but neither had had previous experience in shipbuilding. In ordinary times, with their exceptional ability, they might have succeeded in keeping up with the program without calling in Mr. Schwab, but the stake was too great to take chances any longer.

Many business men of experience with large industrial undertakings, are in Washington. They have been openly rejoicing that the President took the step of calling in Mr. Schwab. The admirers of the Administration say that it is an illustration of Mr. Wilson's ability to adjust himself to the needs of a changing situation, that he has done what some of his critics said a few months ago he would not do. Said one of these admirers a few days ago:

"When the machinery of war appeared to sag the business men at Washington longed to take hold. They felt that it was in their power only to advise, not to act. A good deal of that feeling has persisted, though with re-organisation numerous able business men have been put into important administrative positions. Even then they require a free hand to accomplish results. They are accustomed to full play of initiative; they want responsibility and a free hand.

"Mr. Schwab is to have that free hand. There is a difference between an executive and an administrator, a distinction not yet clear in Washington. An executive, as I understand it, is a man who sees that orders are carried out. He knows how to handle men and affairs to that extent—no mean ability. An army officer of the old school often made an admirable executive, as a bureau head. An administrator has this ability, but in addition he has creative power. It is that which makes a business grow, which extends a little plant over one acre after another until it has a payroll of 50,000. It requires latitude of operation, swing. There is no other kind of business ability like it. In its highest form it is genius. In this country at one time there are not likely to be a dozen such men. They are the greatest asset, in one way, that the country has. Schwab is one of them. I am glad we are going to use him. You can vote big bond issues, but you can't vote a Schwab.

"We have suffered in this war from ideas we held before the war as to the Government's function. Our Government watched over business and industry as a sort of umpire, imposing restrictions on competitors to see that they played fair. But we don't realise, at least we are slow to realise, it seems, that the Government has gone into industry itself, that it is trying to become one big war industry. Production, not regulation, is the heart of our business now. The great thing is to increase that production, as the little plant was increased until it had a payroll of 50,000. Now, a man has to be a producer to do this in the best degree; he can't learn it from another man, nor get it in a college degree, not in the Schwab form. When you call a man to a task of production there is just one test—what has he produced? How great an establishment has he been able to keep going? How many payrolls has he been able to take care of every Saturday night? What is his output?

"All this bespeaks the highest efficiency, for an administrator cannot take care of 20,000 payrolls unless he knows how to deliver on time; if it's shoes, to have them on the spot as agreed, or if ships, to complete them at the date mentioned in the contract. To produce he has to keep supplies running evenly into the plant, and manage it all, too, and have a balance left over. How can a man order a million dollars' worth of supplies in the right proportions unless he has had some previous experience? An administrator sits in his office and his force is felt in a constructive way to the furthest limits of his industry: not only that, but it overflows it and extends the industry on all sides. This kind of ability is what we need at Washington in time of war.

"A man who wins remarkable success in a particular business usually knows it from the ground up. He then can tell himself, if anything is going wrong, why it is. That has been a handicap, as I see it, to Mr. Hurley and Mr. Piez. If there was a disagreement between two ship men as to whether a thing could or could not be done, it was necessary to refer the matter to some one well acquainted with ship building. But when such a question goes up to Mr. Schwab he can say: 'I know it can be done that way, for I have done it myself. Just so, when a job ought to be finished, he knows himself, because of his vast experience. He knows the principle of handling an immense organisation; that is, holding the chiefs whom he appoints responsible. He will not have lesser questions referred to him for decision: it is a mark of inefficiency to refer something to him which should be decided lower down. Not details, but the totals, the results, tell him everything."

One of the best stories told about Schwab turns on his rule to leave the details to those whose duty it is to look after them. A man with whom one of his companies was dealing once took an arbitrary position. Efforts were made to reason with him; the head of the subsidiary company tried in vain to change the man; it was an important matter, and Mr. Schwab took it up, with as little success. Words grew warm, and the steelmaster suddenly burst out with: "You can go to hell!" Then, turning to the head of his subsidiary company, he said, as was his custom in issuing an order: "You tend to the details"—that is, the details of the man's going to hell!

Mr. Schwab is noted for the quick way he moves. He is 57 years old; but few young men walk so rapidly. He does not expect to be seen in Washington. One of the first things he decided upon was to move the Emergency Fleet Corporation out of Washington.

"I decided," he said, "that Washington was not the best place to build ships; that more could be accomplished near the shipbuilding center, and that I would look around and see where that place was. Where will it be? About half the business, I think, centers around Philadelphia, and that looks to be the place. I am following the same course of action as I did when I started to build up Bethlehem. I closed up my house in New York and moved to Bethlehem to be as close as possible to the work."

"Will you accept any pay from the Government?"

"None, if I can help it. I may have to accept something to comply with the law. If I do, I will give to the Red Cross or to some other organisation to help the war along. That matter hasn't even been mentioned yet," continued Mr. Schwab, brushing it away as a detail not worth a moment's thought. "I expect to sever all connection with the Bethlehem Company and to give my whole time to this work. Mr. Grace and my boys can look after Bethlehem.

"My office? It will be where I am. I have never been much of a man to stay in an office. I will be going about from yard to yard, looking after the work.

"The shipbuilding," he continued, outlining incidentally a policy, "is up to the men who take the contracts to build them. They are to receive the money. All rests with them. They will get the credit for what is accomplished; the public will know about it; if they fail, the public will know about it, too. It's a mistake to think that a man in my position here can accomplish wonders. He can't; it's up to the companies that take the contracts. And right here I want to speak in praise of the work Mr. Hurley and Mr. Piez have accomplished; it is remarkable."

"How much bigger is this than any job you ever tackled before?"

"I don't know, but I feel optimistic about it—that it is going to come out all right. We are all going to work together. I take a great personal interest in those with whom I am associated. When anything is done well, I believe in encouragement." Mr. Schwab was letting out one of his secrets of enthusing large bodies of men to a common purpose. "And if a man won't respond to encouragement, I don't think there is any hope for him."

"Will you call in any of the Bethlehem organisation to help you?"

"Not one. I expect to use what we have here, with such additions as may be necessary. I am not here to criticise. I am here to encourage. We must work with optimism.

"Have you anything to say about the workingman and the future in connection with your new work?"

"Only that I would like to be set right on that subject. I did not say that the future, after the war, would belong to the workingmen, but to those who work, to all who work. By that I mean that the aristocracy of the future will not be of birth or riches, but of those who render service to their fellowman. By that I mean all who work, whether with the hands or the brain; there will be no idlers who point to birth or riches in that aristocracy. I have always believed in work. I have worked hard all my life."

One of Mr. Schwab's associates said, regarding his appointment:

"The ships will come, or he will know the reason why, but he will inspire by enthusiasm. His own enthusiasm is so great that he enthuses those with whom he comes in contact; they find themselves doing what they thought impossible. They are carried on by the excitement of the work, its progress. He has a way of announcing publicly what is to be done, what can be accomplished, and then that stands as a standard. Every one gets a chance to show results. If he doesn't show them, of course he has to go.

"Mr. Schwab believes in making those who work with him well off, comfortable in their circumstances. He says that a man who does not have to worry about such affairs can do better work. He is a strong believer in profit as a stimulation to work. He introduced the bonus system at Bethlehem.

"You can never find him in his office—that is, very rarely. It might be said he hardly has an office. Nor can any one say what his hours of work are. Sometimes he would show up at the Bethlehem plant at midnight, sometimes at 6 a.m. He hardly ever asked any questions, just looked around. If he said anything, it was a word of encouragement. I think his greatest asset is his ability to inspire the affection of those with whom he works."

William B. Dickson, Second Vice President and Treasurer of the Midvale Steel and Ordnance Corporation, who has known Mr. Schwab practically all his life, was asked on Friday at his New York office what he thought of the new appointment.

"If there is a man in the country who can fill the position of Director General of the Fleet Corporation it is Schwab," he replied. "Above any other man in America he has the faculty of enlisting the enthusiastic loyalty of his associates. It is the quality not only of his mind, but of his remarkably attractive personality. He brings the best out of every man who works with or for him. I have seen his influence at work for years, and I know. He gets along with every one.

"That is going to mean a great deal in many ways. It will mean a great deal with the men in the yards, I am sure. Schwab gets things done. He makes men work, but he doesn't only do that; he makes them want to work. His influence is like what they said of Napoleon's—to mix the metaphor a bit—Schwab makes every man feel the potential marshal's baton in his dinner pail.

"He is, too, a wonderful organiser. Next to Carnegie, he has probably done more for the steel industry than any one man in the country. The best all-round evidence of his fitness for this Government work is in the phenomenal success of the Bethlehem Steel Corporation. It was a minor organisation when Schwab took control; now it is close to the United States Steel Corporation. Its building-up is due entirely to Schwab's personality.

"As I said, I have known Mr. Schwab personally for many years and have been his business associate. I can't say anything of him that isn't good.

"There is one other conspicuous characteristic that is worth mentioning, and that is his persistent cheerfulness under adverse conditions. That has taken him through many situations that would have downed a less optimistic man, and I believe it is an important factor in his success.

"Of what his removal to Washington is likely to mean to the Bethlehem Steel Corporation, I cannot speak with authority. But I think it is generally felt among steel men that Schwab's great work with Bethlehem Steel is done. He built it up; now it can go on without him. It was a big work, and he did it. He did it so well that now he can leave it and go on to something else."

One of the men high in the United States Steel Corporation offered a brief verdict on the power of the new Director General's personality.

"Schwab," he said, "is one of the few men with the power to make other men do their best work. He can make anybody do anything!"

Though his associates and friends said he had never been active in politics, several of those who were asked about his political beliefs said he was undoubtedly a Republican—one of the very few Republicans thus far invited to take any prominent part in this country's war operations.

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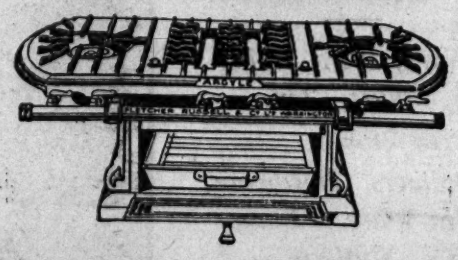

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WHAT'S THE MATTER-MAGGIE-AREN'T YOU GOIN' TO CALL ON THE SMITH'S TONIGHT
I CAN'T GO!
AND WHY NOT?
ALL THE PEOPLE WE KNOW WILL BE THERE AND THEY'VE SEEN ALL MY CLOTHES - WHAT WILL WE DO?
WE'LL HAVE TO PICK OUT SOME NEW PEOPLE TO GO WITH -
O—U!!!
GEO MCMANUS
5-8

Standard Oil's Plan For Eliminating Labor Problems

(Continued from Page 10)

fair, since the money will come as a windfall.

"I must particularly direct your attention," continued the President, "to the printed notice whereby our men are informed that if they leave our employment for any reason they can carry with them their policy and themselves keep up the premiums if they so desire. This means that without undergoing medical examination the man who leaves us may continue to be insured. You will thus see that the policy is not intended to be a device for compelling men to continue in our service. It is an unconditional gift or benefit.

"Again, as to sickness. We think it unfair that a man on a daily or weekly wage should lose his pay if he is absent because he happens to be genuinely ill. With salaried officials this is not the case—they get their check at the end of the month just the same. For employes with one year's service, therefore, we shall pay half wages for serious illness over periods ranging from six weeks to a year, according to length of previous service."

"That," I remarked, "will be perhaps the most substantial advantage of all."

"I believe so," answered Mr. Teagle, "and we hope to supplement the cash by sound medical advice. Having assumed so serious a liability for our men's health, it is obvious that we shall wish to prevent sickness instead of curing it. 'An ounce of prevention is better than a pound of cure.'"

"I hope you will consider the value of dentistry."

Mr. Teagle admitted that dentistry was important and C. J. Hicks, who, as executive assistant to the President, has had much to do with working out the details of the above social scheme, told of his experience with another company in mining camps where doctors formerly pulled out the teeth of the children, instead of calling in dentists to fill them scientifically, but all school children are now receiving dental care from dentists and nurses employed by the company.

This information was of particular interest to me because in England the duty of doctoring children and so saving the future health of the nation is realised more and more every year, even in war time.

"How," I asked of Mr. Teagle, "does your policy affect discipline?"

"By treating our men as fellow human beings," was the reply, "we can demand from them in return a high standard of sobriety and good conduct. Where a man's disability is due to intoxication or drugs or immorality or street fighting, we do not pay sickness benefit. We expect our men to avoid gambling saloons and places of ill resort. They ought particularly to beware of evils in which there is the risk of one man contaminating another."

"Have you any special method of handling cases of alleged or actual misconduct?"

"We have an employment department. This branch keeps in touch with foremen and superintendents who may require labor. As between applicants for jobs, there must be no discrimination on account of religion or membership of societies or trade unions. Every applicant's record will be filed and no appointment will be made until the applicant has passed the surgeon. The department will deal with transfers from one branch of work to another."

"What about dismissals?"

"We have come to an agreement with our men as to those offenses which may be followed either by suspension or discharge."

Mr. Teagle here showed me the schedule which is to be posted in the works—conspicuously—so that all can read it, each for himself. The list includes carrying concealed weapons, fighting, drunkenness, conduct which violates common decency, stealing, malicious destruction of property, cruelty to animals, failure to report accidents, insubordination, use of profane or abusive language, absence from duty without notice, harboring dangerous disease, prowling around the works away from assigned place, falsifying testimony of accidents, careless use of railroad plant, sleeping while on duty, offering or receiving bribes, and the habitual use of habit-forming drugs.

"In particular," added Mr. Teagle, "I would draw your attention to our insistence on safety rules. It is an offense for our men to imperil their own lives or the lives of others by riding on narrow gauge equipment or moving machinery, or running up blocks on cranes, or failing to wear safety goggles, or smoking within prohibited areas. In such areas, even matches must not be carried."

"Who decides whether the man is guilty? Is it the foreman?"

"It is not. Under our scheme, no foreman can suspend or dismiss a man. The foreman reports the case to the Employment Department, which investigates it and decides what is to be done. The man may be transferred, suspended or discharged, or, again, he may be found innocent. This verdict on his case is subject to a further right of appeal to the General Superintendent, but, of course, it is assumed that the man, before proceeding to this step, will first endeavor to have the matter settled by conference, at which, by the way, he may appear either in person or through his elected representatives."

"These proposals," I remarked "appear to strike at the root of victimisation by foremen, of which in England there is always a suspicion, and also at the acceptance of secret commissions or gratuities, which has been a great evil in our industries."

"We hope," said Mr. Teagle, "that our workers will be protected from such possible misuse of authority."

"How far will the cost of these reforms fall on the public?"

"I see no reason why the public should be affected at all. It is to the advantage of the public that they should be served by a contented body of men. Besides, by establishing closer relations with our staff we invite suggestions for the improvement of our services to the public. It is our men who come into actual contact with the public. They can give us hints. A loyal workman is ready to help in this way and is pleased when he is given the chance. Believe me, the public has no reason to fear anything that we have in mind when we seek to promote harmony in our organisation. It is discord that injures the public."

"I understand that you have in hand a housing scheme."

"That is not strictly accurate. My colleague, Mr. Hicks, is serving on a corporation which has been formed by firms members of the Chamber of Commerce of Bayonne N. J. Between us we have put up $210,000, including $50,000 from Mr. Rockefeller, and this will be enough; we intend to try our luck with 100 houses. Happily the land is not very expensive. We wish to show that good housing for wage-earners can be made to pay a fair rate of interest—say 5 to 6 per cent—on capital invested."

"Will you adopt the plan of selling the houses when they are completed? I have just returned from Newport News, where they told me that such sale would be the policy under schemes financed by the Treasury. I ask you the question because all the most authoritative British opinion on housing is strongly opposed to the wisdom of such sale. We think that housing corporations, whether municipal or privately owned, should retain a friendly control of the property—in the interests of the whole body of residents."

"We have also come to the conclusion," said Mr. Hicks, who here replied, "that it would be a mistake to sell outright. It is our intention that each subscribing company shall have the right to nominate tenants according to the proportion of the capital which it puts into the scheme."

"A hundred houses," I suggested, "will not go very far."

Mr. Hicks was here good enough to pay a compliment to British enterprise in building garden cities. "In the past," he said, "we have been a little too much in a hurry to give proper attention to these things." But he indicated that here is at least a fair beginning. The whole scheme has been placed in the able hands of a group of business men under the leadership of the Bayonne Chamber of Commerce. Grosvenor Atterbury, who has an intimate knowledge of industrial housing conditions throughout the country, has been engaged as architect. Mr. Atterbury is also well acquainted with what has been accomplished in Europe.

So concluded what was to me, as the former Member of Parliament responsible both for the Labor Bill of 1908 and for the Housing resolution which followed, a most fascinating interview. The Standard Oil Company (N. J.), under the leadership of A. C. Bedford, Chairman of the board, and President Teagle, are striding rapidly along a pathway of industrial conciliation which runs parallel with much that has been suggested in my own country. In social betterment, we have found, what apparently you will find, that a large and a strong firm can carry out a policy which would prove too heavy a burden for smaller struggling concerns. And it is the large firm which suffers most from the severance of intimate relations between employer and employed. To remedy this evil, in so far as it has existed in the past, is evidently the aim of the Standard Oil Company of New Jersey. The measures proposed are bold. In certain directions the risks are obvious. But we are living in times of serious transition and I cannot doubt that the above schemes have been dictated by a wise and farseeing statesmanship which other employing firms will be inclined to imitate. The only other comment that suggests itself is that some of the sickness and superannuation benefits are covered in England by our state insurance scheme. But the flat rates of relief which we give from the national taxes do not amount to anything like the money set aside per man by the Standard Oil's board of directors. There are, however, individual firms which do supplement the country's provision by schemes of their own, much on the lines above described. The money is smaller in amount, but, on the other hand, until war changed everything, it went further in England because prices were held to be lower. I doubt very much whether this is true today.

Finally, you must bear in mind that the trend of industrial evolution in Great Britain is today strong toward state ownership. You may think us wise or unwise, but we are drifting steadily toward economic socialism. After the war, the state will own and control the Post Office, telegraphs, telephones, savings banks, railroads, street cars, tubes, much shipping, munition works, coal mines, much land and housing, gas, water, electricity, employment bureaus, emigration agencies and many other activities. This is not the Labor program merely; it is the accepted policy of all parties. The whole of these businesses are today, in fact, run by the state, and with every extension of state control output and efficiency has increased. It was to increase efficiency that the state took over coal mines and other concerns, and it was only the state that could sweep away trade union restrictions. Serious problems lie ahead of us—the voting power of state employees may prove to be a formidable factor at elections—but you may take it that labor is in Britain a branch of the National Administration. May I add that we are building workmen's dwellings by the thousand, even in war time. After the war, it is not too much to say that much of Britain will be entirely rebuilt—again by the state. We do not try to break up large corporations devoted to public service. That is not our plan. We take them over—we nationalise. And time alone will show whether nationalisation means further progress or the beginning of industrial decay.

The Day Of Reckoning

A Marching Song

The Teutons thought we would not fight. Our hearts, they said, were cold;
'Twas peace at any price with us; we cared for naught but gold,
With safety they could sink our ships, their every promise break—
The day of reckoning has come; we'll show them their mistake.
The day of reckoning has come; now forward to the fight!
On, boys! make at the bloody Hun, and God defend the right!

Think of the Lusitania, boys!—of babes and mothers, drowned
"To make a German holiday"!—of Belgium, robbed and bound!—
Of all the martyr-lands whose soil the savage foe hath trod,
Where blood of hapless innocence cries day and night to God!

We march to reinforce the brave whose battle is our own,
With them, in Mercy's name, to hurl the War-God from his throne.
No parleys now, no compromise! Keep at it, boys, we must,
Until the Potsdam murderers lie howling in the dust.

The hero-spirits of all time in our great cause are one.
On us the noble Alfred smiles, and glorious Washington.
Leonidas, Tell, Winkelried, with Freedom's sons advance.
And, in celestial armor clad, the holy Maid of France.

On, comrades, on, with courage strong! The Old Flag leads the way.
Who is not proud to march beneath its shining folds today?
The battle-thunders nearer roll; their call is to the brave.
On, on, to smite Oppression down, and Freedom's cause to save!
The day of reckoning has come; now forward to the fight!
On, boys! make at the bloody Hun, and God defend the right!

Charles F. Lee, of Northeast Harbor, in New York Times.

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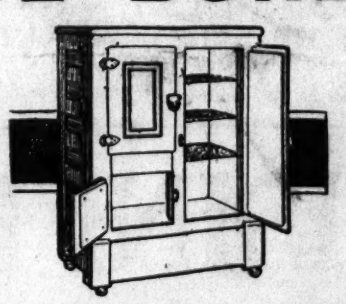

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Peking Day By Day

Peace Signs

The question of a compromise being arrived at between the North and the South is now a matter of general discussion says the Peking correspondent of The Peking and Tientsin Times. Even those members of the Peiyang party who have been hostile to a friendly settlement are showing signs of weakening General Hsu Shucheng and the men who are following him are the only people who wish to continue fighting. It is stated that Premier Tuan Chi-jui has drawn up a new plan in which the terms upon which the Southern leaders are to surrender are specified. The Southern leaders, however, are opposed to having the word "surrender" mentioned in the agreement, but at the same time they are said to have expressed their willingness to arrange an armistice and discuss terms. Tentative proposals are said to have been submitted to the leaders in the South, and the first reply received in Peking is one from General Li Shun. He pointed out that the continual fighting between the North and South was wearing the country out and that it was necessary that a settlement be arrived at as early as possible. He explained that the Government's delegate Chao would be well received by the moderate members of the Southern party. As these were the determining factor in any arrangement likely to be arrived at, the opposition of the radical faction would be easily overcome.

The Premier's scheme of a compromise has been wired to all the commanders at the front and they have been instructed to arrange an armistice without further delay. The telegram announcing this was despatched June 2 and will be circulated among the troops at the front. The peace move is the one topic of conversation and is believed to be due to the coming elections. The various political parties realise that it will be impossible for them to carry out their election campaigns while fighting is progressing, because the opposition parties in the South will not be represented, and such being the case the parliament will not be a representative one.

Fighting at the front in Hunan has practically been suspended and a large portion of General Tsao Kun's force has been withdrawn. The attitude of General Tsao Kun and General Chang Huai-chi has done much to weaken the Government's position. They, however, are being supported by General Li Shun and a number of others who are in direct opposition to General Hsu Shu-cheng. Unless hostilities are continued General Hsu Shu-cheng will be a very unenviable position, and it is because of this that he is determined to do all in his power to persuade the Government to continue fighting. His telegram to the Government states that although Generals Tsao Kun and Chang Huai-chi refuse to continue fighting and have returned to the North, he, General Chang Chin-yao and other leaders are capable with the assistance of the Fengtien troops of holding their own against the Southerners.

The Premier's Attitude

According to a certain report, when General Tsao Kun arrived at Changhsintien station on his return journey to Tientsin, he handed a telegram to General Tuan Chih-kwai, the Minister of War, who went to meet him there. This telegram is said to be that of all the Commanders at the front requesting the Government to stop fighting. The telegram was duly delivered to Premier Tuan Chi-jui after the return of the War Minister to the Capital but he did not express any opinion regarding the same at that time. It is reported that when the Premier was received in audience by the President the other day he seemed to still maintain a firm attitude and expressed a desire to fight to the end.

Tsao Kun's Return

Directly after the return of General Tsao Kun to Tientsin, the Government sent a circular telegram to the provinces explaining the matter in order to remove misunderstandings. On receipt of the news, General Chiang Kuei-ti, the Lieutenant General of Jehol, has telegraphed to the Central Government saying that the sudden return of Gen. Tsao Kun, the Commander-in-Chief of the 1st Army, would naturally affect the operations at the front, and requesting the Central Government to urge him to return to his post to direct the movements of the Government troops against the rebels. As the Government troops have already obtained great success over the rebels, it would be advisable for the Government to seize the opportunity to suppress the rebellion and to effect the union of the nation.

Lung Chi-kwang's Memorandum

General Lung Chi-kwang has submitted a memorandum to the President since his arrival in Peking. In this memorandum the Inspecting Commissioner of Kwangtung and Wwangsi makes three suggestions: (1) Plan for recovering Kwangtung from the hands of the South; (2) the recruiting of thirty battalions of Northern troops for military operations in Kwangtung; (3) the contracting of a foreign loan offering certain privileges in Kwangtung as security. The President has handed the memorandum to the Joint Office of the Board of General Staff and the Ministry of War for consideration.

Japanese Troops For North Manchuria

According to a report Japan has already despatched a large number of troops to North Manchuria under the name of giving protection to the Chinese Eastern Railway. The newly despatched Japanese troops are said to be four times the number Japanese troops originally stationed there.

Martial Law In Sinkiang

The Government has received a report from General Yang Cheng-hsin, the Tuchun of Sinkiang, stating that owing to the activities of the Bolsheviki on the Russian territories contiguous to that province, the merchants and inhabitants there have suffered serious losses. With a view to protecting the interests of the Sinkiang people, he has declared martial law in the whole province of Sinkiang, which is now considered as a "Precautionary Area." The Tuchun has assumed the post of Commander-in-Chief of the Precautionary troops of this province and at the same time he has appointed General Yang Feiya, Occupation Commissioner at Ili Commander of the Precautionary Troops in the districts in the North-western part of the province.

Miscellaneous

General Saito, Military Attache of the Japanese Legation in Peking, left for Harbin June 3. His trip is to make an investigation about the conditions in Siberia. He expects to return to Peking on the 11th instant.

The Central Government has communicated with the Diplomatic Body in Peking stating that it will never recognise the sale of the Chinese warship Kwanghai for a sum of $900,000 by Tuchun Mo Yung-hsin of Kwangtung.

Four of the Mixed Brigades of Chihli, which are now at the front fighting against the rebels, have increased their numbers to more than one division each; and in view of their meritorious services, General Tsao Kun will recommend that all the Commanders of these Brigades should be promoted to the rank of Divisional Commanders, and their Brigades changed to Divisions.

Baron Sakatani has decided to leave the Capital for home after the 10th instant. The Government has promised to ask for his help as China has definitely decided to carry out his scheme of currency reform, but the terms of the contract and the power he will exercise in his capacity as adviser of currency reform have not yet been touched upon. The Baron has contributed $2,000 to the library of the Peking Government University.

An American First Aid Station In The Trenches

This dugout, in a trench held by American forces in France, is used as a dressing station by the hospital division.

SPANIARDS CLAIM CREDIT

Assert German Supercannon is Their Own Invention

New York, April 30.—The press of Madrid is trying to rob Professor Fritz Rausenberger, the high Krupp official generally credited with having invented the long range cannon with which the Germans are bombarding Paris, of his laurels, according to a cablegram found in a copy of El Mundo of Havana, just received here. This message says that several Spanish newspapers assert that Spanish inventors worked for Krupps since 1916 perfecting the long range gun, after they had vainly tried to sell their idea to the Spanish and allied Governments.

The Madrid story says that the German Consul in Barcelona looked into the idea and had the inventors taken to Germany by a submarine after having bought their invention.

The projectile fired by the gun is said to contain three or four charges of high explosives, which explode one after the other while the shell is in flight, and thus speed it on its way.

In the same issue El Mundo prints an interview with a Spanish inventor named Luis Salles, just arrived in Havana from New York, in which he says that it is possible that German spies in the United States learned the details of his self-packing fluid pressure device, on which he obtained a patent in Washington July 17, 1917, and furnished the Germans with them, thus making the long range gun possible.

KNEW OF TURKISH PLANS

German Papers Prepared People for New Armenian Massacres

New York, April 28.—Several weeks ago when the Turks began to reoccupy the cities, largely populated by Armenians, which had been handed back to them under the terms of the "peace treaty" with the Bolshevist Russian Government, Turkish reports printed in the German press began to prepare the German people for a renewal of the massacre of Armenians. Copies of German papers recently received in London show that the German press in general seconded the propaganda of the Turkish Government.

Commenting upon the advance beyond Trebizond and the reoccupation of Erzerum, which were accompanied by great atrocities on the part of the Turks, the Koinische Zeitung remarked:

"Considerable Armenian forces had to be overthrown. According to the Turkish Telegraph Agency, the glowing religious hatred and race hatred which separate Mohammedans and Christians in these districts, have led to terrible events. The Armenians are said to have been guilty of the worst atrocities against defenseless Mohammedans of both sexes and all ages. Everybody who has learned on the spot the antagonism between the two faiths, which for decades past has repeatedly broken out afresh, largely as the result of foreign influences, can unfortunately have no doubt that these reports are in all probability accurate.

"The Russians had formed Armenian contingents in the frontier territories, and, unpromising though the fight may be, these contingents are now unwilling to reconcile themselves to the re-establishment of Ottoman domination. Thus all the horrors of a religious war are pouring over the unfortunate inhabitants of the country, and are making the plain into a desert."

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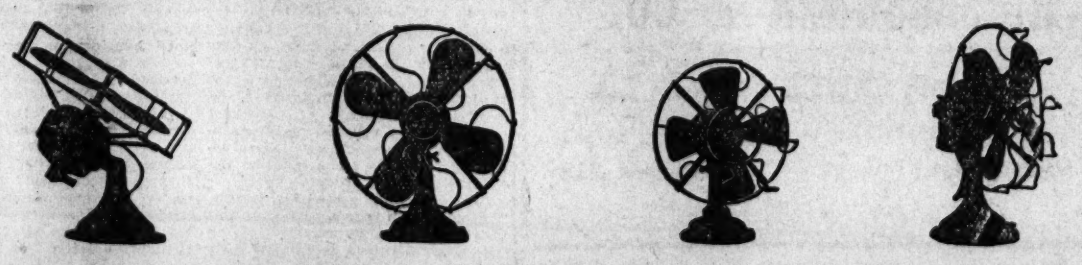

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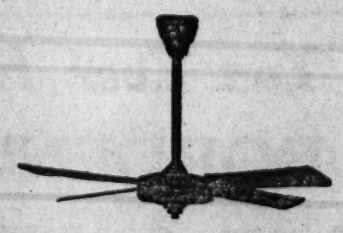

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WHERE WAR PINCHES MOST IN GERMANY

Abnormal Industrial Conditions Threaten To Wipe Out Middle Classes In Empire

SMALL FACTORIES DOOMED

Element That Was Chief Bulwark Against Socialism Soon To Become Proletariat

New York, April 30.—That the German middle class is the greatest sufferer under the strain of industrial conditions resulting from the war, because its members, in general, are unable to compensate themselves for the enormous increase in the cost of living, either through obtaining higher wages, like the organised workers, or through making large war profits, like the big industrialists and agrarians, has frequently been pointed out in reports, on the situation in Germany.

Copies of German newspapers just received here show that industrial concentration is proceeding so fast in the Kaiser's empire that the middle class is likely soon to have an end put to its sufferings through the simple process of being wiped out. Some few of its more favored members are climbing into the circles of the wealthy classes, but the great majority see themselves on the point of being forced into the ranks of the proletariat. On March 13 and 14 some of the representatives of the middle class in the Reichstag demanded to know what the Imperial Government intended to do toward looking after the interests of their constituants during the transition period following the war, but they received slight satisfaction, as is evidenced by the following editorial printed on March 18 by Germania, the organ of the "moderate" middle class faction of the Center Party:

"One will not be able to say that the answer given from the Government table will be particularly gratifying to the middle class. For what was properly expected here, a definitely outlined program going into more details and embracing positive measures, was missing. The remarks of the State Secretary of the Imperial Ministry of Economics about shutting down the smaller industrial establishments, about procuring and disposing of raw materials, about the organisation of co-operatives in small industry as well as about the arranging and providing of credit, were all more within the limits of general observations and lines of action rather than tangible expositions of a program.

"The State Secretary himself seemed to be fully aware of the pecularity of his position when he declared at the end of his talk: 'These observations of mine are not meant to be a program, but they will suffice to show you that the Imperial administration is carefully following the problem of the middle class, takes into consideration what has happened, and looks forward to what is to come, convinced of the importance of preserving for the nation a healthy, industrious, and happy middle class, and determined to use words and actions to heal the wounds which the war that is still raging inflicts upon the people's strength.'

Got Little Satisfaction

"Under these circumstances the middle class has greatly missed an answer to the suggestion of the introducer of the interpellation, Deputy Irl, the representative of the middle class, that a special sub-division be created for problems concerning the middle class in the Imperial Ministry of Economics in charge of a practical man, as has already been done for labor problems. For we are unable to see why that which was regarded also by the Government as necessary for the workers should not be found fitting for the middle class; particularly as the middle class is on principle a no less valuable factor of our society for the work of social reconstruction after the war than is, perhaps, the working class; and as the middle class probably has outdone all the other classes in making sacrifices in order to help hold out."

Germania concluded by reminding the Government that a strong middle class largely controlling its own instruments of production and distribution was an important factor in combating socialism of all kinds, including "war socialism" and the semi-socialistic State foreseen by Dr. Walther Rathenau, the head of the General Electric Company of Berlin, in his recent book on the reconstruction of society after the war.

How the steady consolidation of German industry and the growth of trusts, both "war" trusts and the ordinary kind, is crowding the smaller industrialists and tradesmen to the wall is summarised by The Morning Post of London of April 3 in an article reading, in part, as follows:

"A few weeks ago the Reichstag Committee for Commerce and Industry discussed this 'ruthless consolidation,' as one speaker called it, carried out by the National Civilian Service Ministry. Closing-down powers have now been transferred from that body to the Imperial Economic Board, with which, in a recent shuffle of departments, has been affiliated the Imperial Commission for the Transition. The 'transition,' in present-day discussions in Germany, is that period immediately following peace when she recognises more clearly than she admits that her commerce and industries may expect a very bad passage. The Imperial Commission for the Transition is engaged in collecting statistics about supplies of raw material and in making estimates of the requirements in these by German industries, and in particular it has to tackle the problem of their freightage. The Imperial Economy Board, with the commission affiliated, is now the body concerned with the industrial consolidation and fusion at present in progress and evidently watched in Germany itself with many heart-burnings.

"The Reichstag Commerce and Industry Committee in January accepted a resolution which requested the Imperial Chancellor to see that establishments were not closed down or industries consolidated except in cases of urgent necessity, for war purposes, and that no action of the kind should be taken until after consultation with the Federal State authorities. Showing where the shoe pinches, the resolution also requested that smaller undertakings should not be prejudiced as compared with the larger; that when procedure was initiated all parties concerned, workers and employers, should be representated; and that there should be appeal tribunals for setting compensation.

Gives Them No Assurance

"Besides the protection of the present, the resolution asked that during the transition owners of closed down businesses should be assisted to recommence operations without delay by being, for example, allotted raw material and factory plant and preferentially supplied at the lowest possible prices with such raw materials and factory plants as might still be in the possession of the military authorities at the end of the war. Though the Government accepted the resolution and promised a balancing of the advantages and disadvantages of such consolidations, no assurance could be given, as Vorwarts pointed out, that the closing down of factories would stop, nor has it.

"German newspapers supply plentiful illustrations of this development. It is shared in by the State of Saxony, which earlier purchased coalfields near Eckartsberg, and more recently has acquired most of the shares in the Pirna Electricity Works. The Anhalt Coal Company's absorption of the Zeehao-Krebitsch coal works has involved the raising of new capital to the amount of $1,000,000. For the amalgamation of the Hirsch Copper Works with the Honningen Chemical Factory the joint capital will be raised to $7,500,000. The Hirsch concern has trebled its capital since 1910, and the Honningen Company is bringing into the amalgamation $5,000,000 of free capital to be used probably in the mining of raw materials. On the initiative of the Baden Aniline and Soda Company a union of lignite works for supplying large-scale undertakings, formed of eleven lignite mining works, has been founded at Halle.

"These cases might be numerously added to. Amalgamations have been announced among firms engaged in metal-working and engineering, textiles, leather, brewing, the chemical industry (the Aschersleben Potash Works, for example, getting the control of the Hattorf Potash Company, and raising its capital from $2,000,000 to $5,000,000,) rolling stock, asphalt, and many more, and others are projected. To take one, a group, which includes banking firms in Leipzic, Bremen, Bavaria, and Wurttemberg, and the whole of the German cotton millowners represented in the Alsatian Textile Committee, have obtained an option to purchase ten Alsatian textile undertakings. Again, private bankers in close relation with the Deutsche Bank are founding a Universumfilm Company with a share capital of $6,250,000. The German herring fishery companies have completely fused.

"At Essen the boot and shoe factories, of which there are some 1,600 normally, now number 400, and the local branch of the Amalgamated Boot and Shoe Association at a recent meeting roundly condemned the results of this consolidation as showing increasing expense and delayed deliveries, as well as a failure in developing substitutes.

"As the Frankfurter Zeitung's criticism of this question in the Palatinate throws fresh light on the whole matter, it may be worth quoting some parts of it. The skill of the small manufacturer,' it says, 'which might have been of great service in the discovery of substitute materials, has been entirely left out of account. Labor power has been released—not for war work, however, but solely for the taking of relief subsidies. The compensation paid to closed-down firms has been in some cases, for five and one-half months, the lordly sum of not quite $50, as compared with the big receipts of concerns still working. The system of voting is characteristic: thus every 7,000 marks ($1,666) worth of turnover, reckoned on the business year 1913-14, means one vote for owners both of concerns still working and of concerns closed down. Thus a small manufacturer who had then a turnover of 70,000 marks has ten votes today, and a big manufacturer with a turnover of 7,000,000 marks 1,000 votes.'"

British Hero Heads War Mission In N.Y.

LIEUT.-GENERAL BRIDGES.

Lieutenant-General G. T. M. Bridges, of the British Army, has been appointed head of all British War Missions in America. While in command of a division on the French front he was wounded, which resulted in the loss of a leg. The photo was made at his headquarters in Washington.

GERMAN ACCUSED BY WIFE

Seibert, She Says, Made Son Kiss Kaiser's Picture

New York, April 30.—Frank Seibert, a German living at 124 India Street, Brooklyn, was before Magistrate McCloskey in the Plaza Court, Brooklyn, yesterday, charged by his wife with felonious assault and by policemen who arrested him with violation of the Sullivan law. Mrs. Seibert testified that she accompaned her husband and their 7-year-old son to see the Greenpoint Liberty Loan parade yesterday, and that while they were standing on the curb Seibert became angry and attacked her.

Bystanders held him and she went to a police station to make a complaint. Policemen who went to Seibert's home found him barricaded in a room on the walls of which were pictures of the Kaiser. Three loaded pistols, a box of cartridges, and two pairs of brass knuckles were found in the house.

It had been Seibert's practice, his wife said, to compel their 7-year-old son to kiss the Kaiser's picture every morning and to recite after him, "The German flag is better than the American flag." Seibert was sent to the Kings County Hospital for observation.

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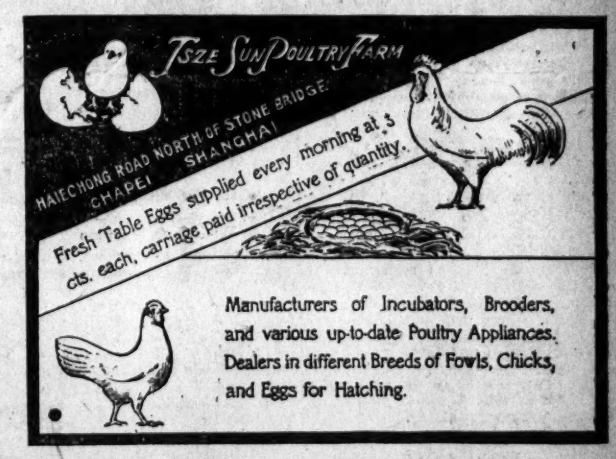
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MARION DAVIES

Has a message. Marion Davies is considered one of the greatest Beauties of the New York stage. She is featured in "Miss 1917" at the Century Theatre of that city. With her in "Runaway Romany" are Joseph Kilgoar, Matt Moore, Pedro de Cordoba, Ormi Hawley, Gladden James, and Boyce Combe, an all-star cast.

ANNALS OF THE WAR With the U. S. A. Army in France.
PATHE'S BRITISH GAZETTE Items of news from home.

BASHFUL LUKE
BASHFUL LUKE

Harold Lloyd in one those happy snappy phun philins you like.

THURSDAY NEXT

THE CHARMING PATHE STAR

GLADYS HULETTE
GLADYS HULETTE

—o— IN —o—

MISS NOBODY
MISS NOBODY

Another of those clever and original Po'd Rooster films that have been so successful at the Apollo this season.

THIS IS A WINNER—ALL THE WAY

ONE WORD — BOOK

Your s at right away and enjoy one of those real human silent dramas of the stage

TONIGHT

WILL POWER
WILL POWER

A brilliantly acted drama from the story by Georges Ohnet.

COMING SHORTLY

THE PENDLETON ROUND-UP
THE PENDLETON ROUND-UP

The greatest meeting of Indians, cowboys, broncho busters, etc., in the world. Thrilling scenes of displays in the arena, including Sharkey the bucking bull, bareback riding, etc. American patrons know this fine meeting and need no reminder that it will be a great picture.

MATINEE, TODAY 3 P.M.

MRS. VERNON CASTLE IN THE MARK OF CAIN
MRS. VERNON CASTLE IN THE MARK OF CAIN

Story Of Armed Guard On The Tanker Polarine

Naval Gunner Ferriere Tells Of Exciting Encounter With Submarines On Two Trips Across, In The Latitude Of Gibraltar

Here follows a story which will appeal to all 100 percent Americans and to the adventurous, for it relates in simple language stirring events on board a ship armed against the German submarines, in her encounters with those wolves of the sea. As Gunner Ferriere writes, it "is a brief account of the incidents occurring aboard the Standard Oil tanker S.S. Polarine.

By John Paul Ferriere
Qualified Gunner U.S.N., City Park Barracks, Brooklyn.

I and fifty-three others, all qualified gunners from the battleship Connecticut, were quartered in what is now the "Old Seamen's Barracks" in the Philadelphia Navy Yard. The Connecticut, that noble arm of the American Navy, as flagship led the "Great White Fleet" of sixteen battleships around the world in 1908-09. The Connecticut holds the distinction of not having been out of line for more than a quarter of an hour in all the days that the "White Fleet" circled the globe. The Connecticut—

But I am not relating what I intended to tell. The fifty-four of us were not all the men who were waiting at that time to go on merchant vessels. There had been a call for men to go on merchant vessels, for our ships were being sunk right and left. By "men" I mean those who belonged to the United States Navy and knew how to handle guns, for our merchant ships were to be armed to repel the murderous attacks of Germany's supposedly fear-instilling subs.

First Eventful Trip

Thirteen men were to go on the Polarine—one chief petty officer and twelve gunners. I will not reveal the names of those dear comrades. We left Cramp's Shipyard, Philadelphia, to start on our first eventful trip. It being the first that the Polarine made from an American port after she was armed with two four-inch guns, one aft and one forward. The after gun was better shielded from the wind and spray, and that was the one I was stationed on. We went to the South to take on a cargo of oil. We carried no cargo, but only ballast, down with us; took nine days to reach Beaumont, Tex., and when we left that port we were loaded to the last gallon. By reaching over the side I could wash my hands in the ocean.

Exact dates I do not possess, but truth I will tell. About the fourth day out our pumpman, a Scotchman and considerably aged, descended in the pumproom to ascertain the cause of the fumes that bothered us and made us cough. The first mate brought him up dead, after he had worn a smoke helmet. He was buried at 6 that night. He was a sailor all his life, so the sea merely claimed its own. We reached Gibraltar after following a roundabout course so as to evade any waiting submarines. We met an American destroyer about 200 miles away from Gibraltar. It asked us our name and warned us that submarines were active around the Azores and Madeira Islands.

Sighted Periscope

We saw Gibraltar from a distance of 800 yards. In the harbor were several hundred ships riding at anchor, and a French and English submarine, but they were too far away to see anything but the hoods and periscopes. As we went along the Spanish, French and Italian coasts we saw beautiful scenery that would cost much to see in civilian life. We could see Morocco, with its famed towers and background of mountains.

I heard that Gibraltar has a gun for every year in the present and past centuries, which would make nineteen hundred and eighteen. And I also heard that there is an underground tunnel that leads to Morocco. How true this is the public has to divine for itself. The ship stopped for a few hours, having struck a monstrous blackfish; we also saw numerous sharks. We passed through a net work of fish farms, and that night I saw my first submarine or what was a very good imitation. About four hundred yards aft I saw something shining and throwing up spray. The moon was out and glinted on the wet periscope which was coming toward us. I gave the alarm, and by that time it had disappeared, but we saw a wake leading for a broadside, but nothing happened, so we went on, after waiting and watching till daybreak. We were zig-zagging all the way to the port we were going to—Savona, Italy.

Destruction Of The Moreni

The next morning we received a wireless stating that one of the ships in our convey was being attacked by submarines. It was the Moreni, a sister ship to us, but we could not turn back and help as orders are orders and we had been given instruction at Gibraltar what to do. The Moreni was left burning, and two men were killed. The rest of the ship's crew, including the armed guard, were taken aboard a Spanish steamer to Barcelona, Spain. We had heard the firing, but could not tell what and who it was till we received the wireless.

The reason the Moreni did not sink the submarine was that the submarine had bigger and more powerful guns, which enabled it to stand out of range and pour the Moreni full of six-inch shells.

The other steamer that was in our convoy was the Harry Luckenbach, unarmed and going to Genoa, Italy. We had gone through the Gulf of Lyons, when a French destroyer met us and told us to go into Marseilles and wait till daylight, as two ships had been sunk four hours before and navigation was closed. I was the only one on board that could speak French, so it was I that interpreted the message.

Destroyer Sinks Submarine

Leaving this French port, we passed a string of armed trawlers that were patrolling a part of the French coast. Reaching Savona, I was told that ten days before a submarine had attacked an Italian steamer and the steamer was run aground to save some of its cargo. While divers were working on her they heard submarine's propellers and gave the warning. The submarine rose out of the water and killed four men before it was sunk by a passing destroyer which rescued the survivors.

Italy is so short of coal that they are cutting down olive trees—and it takes twenty-five years for an olive tree to bear fruit. In Savona there are many wounded men unable to go back and fight. The young relieve the old after two years' war to allow them to get a brief respite and to recuperate.

Left Savona to go to Livorn (Leghorn) to empty the other half of our cargo. We arrived at Gibraltar and left the same afternoon. About thirty hours out I reported what proved to be a capsized lifeboat and a life-preserver floating alongside.

Reached New York after a record trip in the line of speed. We lay in the Narrows for twenty-nine hours and then left for Baton Rouge, La. We took another cargo of oil and again went the same route to the same port, Savona.

Torpedo Just Missed Polarine

When we were past Cape Hatteras, the night previous to the submarine scare in the States (it was supposed a sub was off the Atlantic Coast), the watch on the bridge saw what looked like a submarine on the port quarter, and two minutes after the watch on the forward gun reported that he had seen a torpedo pass within three yards of our bow. It does sound hollow, but it also is queer that the two things should happen at the same time, even though it was near the American shore. The submarine did not reappear, but it certainly struck a chill in our marrow bones—not the chill of fear but the realisation of the perils we were going to go through again. The next morning we had "ham and," so we regained our happy spirits. Our wireless operator informed us that the steamers Petrolite and Goldshell had met with Germany's submarines, the former being sunk by one and the latter sinking one. The Captain of the Petrolite was thought to have been taken by the victorious submarine.

The seagulls are the submarines' worst enemy, as they point out a submarine's location to the watching destroyer and pick up scraps of food that the submarine throws away.

We reached Gibraltar and did not notice anything different. We proceeded to Savona, and upon reaching there heard that the ship that had been run aground two months before had been fixed up and had made several trips since.

Coming back we passed the spot where the Moreni was attacked the other trip. If you look on the map you will see that on the coast of Spain there is an island called Planer's Island. Well, just off that island is where the Moreni was attacked, and there is supposed to be a submarine base there, for the ships pass there to go further up the Mediterranean Sea.

Battle With A Submarine

Early one morning when we had just passed Malaga we noticed that there were two ships ahead of us that were firing at something, so we got ready for trouble. When the ships passed us we saw not far off a submarine firing on a Norwegian ship and forcing it out to sea so as to get out of any other ship's way. To the left of the battle was a large sub, evidently watching the fight and waiting for any other ship. It turned around and came toward us. We loaded the gun and received the range from our chief petty officer, but we were given strict orders not to fire, so the submarine, seeing that we were going to mind our own business, turned back, and we saw the ship slowly descend into the sea, boats going out to their help. We kept on going, and met a convoy of Italian vessels going toward the scene of battle, so we warned them. They thanked us and kept on going. Later we heard that two of them were sunk in a battle with the submarine or submarines, right where we saw one go down.

The ordinary submarine can make 18 knots on the surface and 15 knots submerged. What the one we saw could make I don't know, but I do know that it had two 6-inch guns aboard and that the little submarine that was doing all the work was below the surface of the sea, which made the sailors hold on so as not to be washed away. They were standing hip high in the water, so as to be a small target for the steamer, and passing shells from the conning tower directly into the gun.

'Oldest Man In The Navy' And His Grandson

Adolph Lowe, seventy-seven years old, who served in the navy from 1861 to 1865, re-entered the service May 29, 1917, and his grandson, Gaston V. Lowe, twenty years old, who enlisted in 1917. Adolph Lowe believes he is the oldest man in the navy and, quite likely he's right.

ORDER BARBED WIRE WORTH $8,800,000

France And Italy Place Contract In U. S. For 110,000 Tons For War Uses

New York, May 1.—Wire manufacturers completed yesterday the allotments of 110,000 tons of special barbed wire to be manufactured and shipped to France and Italy for use by these nations on the battlefronts. This is one of the largest contracts for barbed wire entered into since the war began, coming to a total value of about $8,800,000, and is the forerunner of great orders to be placed in the near future, as the United States Government is expected to enter the market for a heavy tonnage of this war material and the other allied nations will need more wire. The American Steel and Wire Company will produce a substantial amount of the tonnage for France and Italy.

"For the next four or five months," The Iron Age says, "more steel will have to be diverted to the wire mills than has lately been the case, and the general demand for wire products will be harder to satisfy."

Reports from steel mill centers this week paint a more pleasing picture of operations than in any other week since Spring weather opened up. In regard to plant activity, The Iron Age says:

"Operating conditions at blast furances and steel works have improved steadily. The leading producer in the Pittsburgh district had 96 percent of its rated blast furnace capacity active last week and 98 percent of its Bessemer and open-hearth steel capacity. While all companies did not do so well, it is probable that April production of both pig iron and steel will exceed the excellent showing made in March.

"These results will attract more than usual attention now that the Government is calling for an increasing proportion of the output. The Carnegie Steel Company is now giving war requirements practically 100 percent of its rolled product and at other Central Western plants 75 to 90 percent of the shipments are on Government account.

"Surprisingly little is heard of hardship to any metal-working industry because steel mills are paying small attention to ordinary trade. Stocks are playing a part now that will be missed later. But there is no doubt of the gradual shrinkage of consumption in less essential lines. Pleasure automobiles are a conspicuous example.

"When the railroad administration is satisfied as to the margin of profit it can cafely allow, the railroad car orders will probably come out. It is not unlikely that Canadian car builders will participate and help make up the loss of several weeks of car production due to Washington's delays. Were conditions normal, this sharing of Government business with Canadian makers protected against American cars by a high tariff wall would call for more than passing notice."

The Iron Trade Review says:

"The transposition of the iron and steel industry to a strictly war basis is proceeding rapidly. Movement in this direction which has been assuming a more positive form in recent weeks, has been accelerated through sweeping new policies covering the order and distribution contemplated by the War Industry Board. This provides for both sharper differentiation between the Government's major war requirements, and the establishment of much more rigorous restrictions against general commercial consumption than hitherto have been enforced. There is greater insistence that the mills confine themselves to the rolling of war material underlying these vigorous measures."

MAR-NOT MAKES FLOORS WEAR PROOF

SCAR-NOT STANDS KNOCKS AND HEAT

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SHERWIN-WILLIAMS VARNISHES

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Westminster Tobacco Co., Ltd.

Share Market

Messrs. F. P. Bisset and Co., write as follows in their report for week ending June 5:—

Business on the Shanghai Stock Exchange during the past week has been restricted and dull. Cottons are neglected; Docks and Langkats show no change.

Rubber Prices

Messrs. Meyer and Measor, Singapore, report that their Auctions this week showed prices of $79 to $74 for Pale Crepe and $80 to $75 for Smoked Sheet, the tendency of the market being easy.

Messrs. E. H. Truman and Co., have received the following telegraphic report from their Singapore agents in connection with the last weekly rubber auction held on June 5:

No. 1 Smoked Sheet—$79 per picul equivalent to 1s. 8d. in London.

No. 1 Crepe—$76 per picul equivalent to 1s. 7½d. in London. Market very weak; poor demand, especially for inferior first latex grade. Offered 1,145 tons; sold 563 tons.

London Rubber Market

Reuter's Service

London, June 1.—Today's rubber prices were:—

Plantation First Latex Crepe:

Spot: 2s. 2d. paid.

July to December: 2s. 3½d. sellers.

Tendency of Market: Quiet.

Previous quotation, London, May 31:

Spot: 2s. 2d. paid.

July to December: 2s. 3½d. paid.

Tendency of Market: Easier.

London, May 30:

Spot: 2s. 2¾d. paid.

July to December: 2s. 3¾d. paid.

Tendency of Market: Very Dull.

U. K. METAL MARKET

Reuter's Service

London, May 31.—Today's metal prices were:—

	£	s.	d.
Standard Copper G.M.B. f.o.b. (Nominal)	110	5	0
American Electrolytic 99 90% Copper f.o.b.	125	0	0
Lead L. B. c.i.f. per ton	Nominal		
Soft Lead "Spanish" f.o.b.	29	0	0
Quicksilver, Second hand Ex Warehouse f.o.b. (1/-Extra in flask)	Nominal		
Munts Metal, f.o.b. London or Liverpool (less 1½%)	Nominal		
Standard Tin (Cash)	349	0	0
Spelter (ordy soft) f.o.b.	52	0	0
Galvanised Sheets 24 Gauge f.o.b.	26	5	0
Standard Tin (3 Month)	349	10	0

COMMERCIAL CABLES

Reuter's Service

London, May 31.—Today's rates, prices and deliveries were:

Consols 3½% for account 56⅜d.

Cheques on London at Paris Fr. 27.16¾.

T.T. on London at New York 4.76½d.

Bar Silver (Spot) 48⅞d.

Bank of England Rate of Discount 5%.

Market rate of Discount 39/16%.

Cotton: Egyptian Fully Good Fair Sakellaridies 19.44d.

Cotton: E. G. Fine Scinde and Bengal 17.15d.

Cotton: Good-Middling Americans 21.85d.

Plantation Rubber June 2s. 2d. Paid.

Hornsbys 8¾ lb. Shirtings 29s.

Calverts 10 lb. Shirtings, Taylors 40s. Yarn Unquoted.

Price of Common to Low Medium Tea fixed at peace to Shilling.

YOUR PORTRAIT

Have it taken now while you are young and good-looking.

Burr 2 Broadway

Shipping Items

The C.N. s.s. Shuntien left Tientsin for Chefoo, Weihaiwei and Shanghai on Thursday.

The H.O. s.s. Tehhsing left Hankow for Shanghai on Thursday.

The I.-C. s.s. Suiwo left Hankow for Shanghai on Thursday.

The C.N. s.s. Chungking left Hankow for Shanghai on Thursday.

The N.K.K. s.s. Tafoo Maru left Hankow for Shanghai on Thursday.

The C.M. s.s. Kweilee left Hankow for Shanghai on Friday.

The C.N. s.s. Ngankin left Hankow for Shanghai on Friday.

The N.K.K. s.s. Nanyang Maru left Hankow for Shanghai on Friday.

The C.M. s.s. Kiangyu left Hankow for Shanghai yesterday.

The I.-C. s.s. Kutwo will leave Hankow for Shanghai today.

The C.N. s.s. Kaifong will leave Hongkong for Shanghai today.

The C.N. s.s. Fengtien will leave Tientsin for Chefoo, Weihaiwei and Shanghai today.

The I.-C. s.s. Tuckwo, will leave Hankow for Shanghai tomorrow.

The C.N. s.s. Tatung will leave Hankow for Shanghai tomorrow.

The H.O. s.s. Changon will leave Hankow for Shanghai tomorrow.

The N.K.K. s.s. Suiyang Maru will leave Hankow for Shanghai tomorrow.

The T.K.K. s.s. Siberia Maru will leave Hongkong for Shanghai tomorrow may be expected to arrive at Woosung on June 13. She will be despatched for San Francisco, via Japan and Honolulu on the same day.

THE CHINA PRESS MAIL SCHEDULE

SUNDAY, JUNE 9, 1918

Date and Destination	Per	Chi.	Br.	USA	Rus.	Jap.	Reg.
Today							
River Ports	Train & Str.	21.00	..	..	..	..	21.00
Peking and Tsin (Every day	Train	..	17.00	..	..	..	17.00
Tsin (Daily except Sunday)		..	15.00	..	..	..	..
Tomorrow							
River Ports	Train & Str.	21.00	..	..	..	..	21.00
Hankow		..	17.00	..	..	..	..
Ningpo		..	15.00	..	..	..	..
Chefoo and Tientsin	Hsinfung	21.00	..	..	..	..	21.00
Tuesday, June 11.							
Weihaiwei, Chefoo & Tientsin	Shuntien	14.00	13.30	..	..	..	13.30
Hongkong and Canton	Sinkiang	10.00	..	..	..	..	9.30
Tsingtao, Manchuria & Dalny	Sakaki maru	10.00	..	..	..	..	9.30
Hongkong		..	9.30	..	..	..	..
Weihaiwei, Chefoo & Tientsin	Koonshing	11.00	..	..	..	..	10.30
Japan, Canada, U.S. & Europe	Siberia maru	15.00	..	..	..	..	14.30
Swatow and Hongkong		..	9.30	..	..	..	..
Swatow, Hongkong & Canton	Yingchow	10.00	..	..	..	..	9.30
River Ports	Train & Str.	21.00	..	..	..	..	21.00
Hongkong and Canton	China	15.00	..	..	..	..	14.30
Hongkong		..	15.00	..	..	..	..
Weihaiwei Chefoo & Tientsin via Tsingtao		..	10.30	..	..	..	..
Wednesday, June 12.							
Newchwang	Wenchow	21.00	..	..	..	..	21.00
Amoy, Hongkong and Canton	Suiyang	21.00	..	..	..	..	21.00
Amoy and Hongkong		..	17.00	..	..	..	..
Thursday, June 13.							
N'saki, Kobe, Y'hama, Canada, Honolulu, U.S. & Europe	Siberia maru	..	..	A12.00	..	..	10.00
Japan & America v Nagasaki	Yamashiro m.	..	..	..	..	a20.00	19.30
Japan, Canada, U. S. & Europe via S. U. A.		..	16.00	..	..	..	15.30
Friday, June 14.							
Japan & America via Moji	Omi maru	..	..	..	..	a20.00	19.30
Saturday, June 15.							
Japan & America via Nagasaki	Fushimi maru	..	..	..	..	c17.00	16.30
Weihaiwei, Chefoo & Tientsin		..	9.00	..	..		..
Monday, June 17.							
Japan & America v. Nagasaki	Chikugo maru	..	..	..	..	a20.00	19.30
Tuesday, June 18.							
Japan and America via Moji	Chikuzen maru	..	..	..	..	a20.00	19.30

A Money orders and parcel post 12 noon.

B Letters and boxes with declared value 7.30 p.m. Parcel post 4 p.m. and money orders 3 p.m.

C Letters and boxes with declared value 4.30 p.m. Parcel post 4 p.m. and money orders 3 p.m.

Mails for Hankow close every day at 11.30 a.m. and 9 p.m. Registration at 11.30 a.m. and 8.30 p.m. and for Peking and Tientsin every day at 9 p.m. Registration at 5 p.m. at the Russian Post Office.

Siccawei Weather Reports

7.—Overcast in the North, rainy in Chekiang, Fukien and Formosa the weather becomes showery in the afternoon at the mouth of the Yangtsze and the barometers begin to fall in our regions.

8.—Gloomy and misty weather. The barometers are still falling.

Saturday, June 8, 1918.

WEATHER	4 A.M.	9 A.M.
Bar. at Centg., mm...	757.73	757.41
Bar. at Centg., inches.	29.38	29.82
Variation for mm 12h	−2.20	−3.67
Variation for mm 24h	−1.67	−2.70
Wind—Drection	SE	S
Wind—Kilom per hour	13	14
Wind—Miles	8.1	8.7
Temperature—Cen ...	18°4	21°0
Humidity co:	65.1	69.8
Humidity co:	99	87
Nebulosity 5-10	10	10
Rainfall mm	4.6	3.6
Rainfall inches	0.18	0.14

Passengers Arrived

Per I.-C. s.s. Luenho from Hankow:—Mr. Boyd.

Per C.N. s.s. Sinkiang from Hongkong:—Messrs. Roxburger, Malgan, F. M. H. Halman, A. Carvalho and Dr. Warren.

Per C.M. s.s. Kiangteen from Ningpo:—Misses Geary and Boyce.

Vessels In Harbor And At Woosung

Date	From	Ship's Name	Flag	Agents
June 6 —		Anlan	Br.	A. P. Co.
June 5 —	Dalny	Difukusan Maru	Jap.	
June 6 —		Grayean		
June 7 —	Foochow	Hsinchi	Chi.	C.M.S.N. Co.
June 7 —	Chinwangtao	Kabafuto Maru		
June 3 —	Japan	Nissho Maru	Jap.	
June 1 —	Japan	Misaki Maru	Jap.	
June 1 —	Japan	Omuro Maru	Jap.	
June 3 —	Dalny	Sakaki Maru	Jap.	S.M.R.
June 3 —	Hankow	Tseangtah		
June 8 —	Hankow	Tungwo	Br.	B. & S.
June 7 —	Chinwangtao	Upolu	Jap.	K.M.A.

Men-of-War In Port

Section	Date	From	Name	Flag and Rating	Tons	Guns	Man	Commander
BVIII		Cruise	Chiyoda	Jap. g-b.	..	..	..	
MMB	Apr. ..		D de Lagree	Fr. g-b.	..	..	..	
CNWP	Oct. 26	Cruise	Nightingale	Br. g-b.	..	..	..	
P&OHI		Cruise	Villalobos	Am. g-b.	..	..	..	

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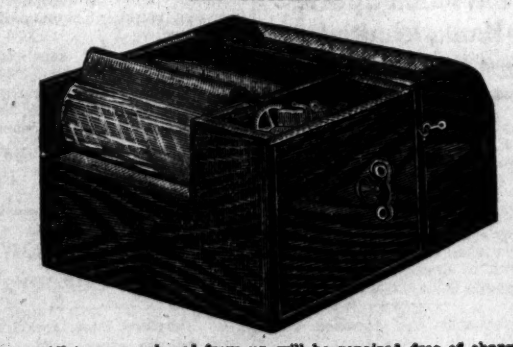

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Electrical Novelties
Crockery,
Etc., Etc., Etc.

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CALCARIUM COLOURWASH

In Stock

SOLE AGENTS

Importers and Engineers

TEMA

6 Ave. Edouard VII and 23 Ave. Edouard VII

Phone 462/3

The Chinese Benevolent Association

113-15, AVENUE EDOUARD VII

Benevolent Fund Ticket

$60,000.00

Issued under the authorisation of the Government of the Republic of China on the 2nd February, 1918.

To be drawn among 50,000 successive numbers in full view of the public in Shanghai, China, on the 10th June, 1918.

One tenth of each ticket will be sold at $1.00, the proceeds of which after payment of prizes, charges, etc., will be divided between the North China Famine Relief Fund and the Benevolent Institutions. The Association reserves to itself the right to allocate the proceeds to the above objects; if any of the tickets are unsold on date of drawing proportional reduction in the allocation will be made.

Prices for whole tickets $10.00.

LIST OF PRIZES FOR WHOLE TICKETS

1 First Prize			$60,000
1 Second Prize			20,000
1 Third Prize			10,000
2 Fourth Prize	$5,000	each	10,000
5 Fifth Prize	1,000	„	5,000
10 Sixth Prize	500	„	5,000
20 Seventh Prize	200	„	4,000
100 Eighth Prize	100	„	10,000
800 Ninth Prize	50	„	40,000
2 each approximate to the First Prize	500	„	1,000
2 each approximate to the Second Prize	200	„	400
2 each approximate to the Third Prize	100	„	200
4 each approximate to the Fourth Prize	50	„	200
499 for numbers having the two terminal figures similiar to those of First Prize	30	„	14,970
499 for numbers having the two terminal figures similiar to those of Second Prize	25	„	12,475
499 for numbers having the two terminal figures similiar to those of Third Prize	20	„	9,980
2,447 drawn tickets		Total	$203,225

All prizes won will be given at the Office of the Bank of China, Shanghai Branch, No. 3 Hankow Road, Shanghai.

The Chinese Benevolent Association.

CHU PAO SAN, Chairman.

17902

Be up-to-date and when Cooking DO IT ELECTRICALLY

BECAUSE It is the **Cheapest** method.

„ „ **Cleanest** „

„ „ **Easiest** „

„ „ **Coolest** „

And because it keeps your kitchen cool through the heat of summer. Food cooked by Electricity tastes better than food by any other method.

A special low price per unit is charged for cooking. Cookers may be hired at Tl. 0.50 per month.

MUNICIPAL ELECTRICITY DEPARTMENT

SHOWROOMS: 471-2 NANKING ROAD. TEL. NO. 2660

SHANGHAI-NANKING RAILWAY ABRIDGED TIME TABLE

Shanghai North To Nanking—Up (Main Line) Nanking To Shanghai North—Down

STATIONS.	Local	Express R.	Fast R	3rd and 4th	Fast R	Local	Fast Local	Fast Express R.S.	STATIONS.	Local	Fast Local	Fast R	3rd and 4th	Fast R.	Express R.	Local	Fast Express R.S.
SHANGHAI NORTH dep.	..	7.55	9.10	9.40	12.45	15.25	17.15	22.00	PEKING dep.	..	..	..	..	..	8.25	Through Train	..
SOOCHOW dep.	..	9.41	11.22	12.30	14.05	19.15	19.20	1.08	TIENTSIN arr.	..	..	..	..	..	11.40		..
WUSIH dep.	..	10.31	12.24	13.41	15.54	19.27	20.20	2.10	CENTRAL dep.	..	..	..	..	..	12.00		..
CHANGCHOW dep.	6.50	11.23	13.16	15.02	16.48	..	21.25	3.10	TSINANFU dep.	..	..	..	..	..	20.27	Through Train	..
TANYANG dep.	8.06	12.06	14.11	16.15	17.41	..	..	..	PUKOW arr.	..	..	..	..	..	22.56		..
CHINKIANG dep.	9.16	12.53	14.55	17 17	18 22	..	..	5 08									
NANKING arr.	11.19	*14.16	16.30	19.20	19.50	..	..	6.50									
									NANKING dep.	..	..	7.30	3.00	11.45	*14.30	15.55	03.05
									CHINKIANG dep.	..	..	9.00	10.10	13.30	16.06	18.16	1 08
									TANYANG dep.	..	..	9.35	10.39	14.12	16.41	19.05	..
PUKOW dep.	..	15.30	Through Train	..	..	..	..	..	CHANGCHOW dep.	7.00	..	10.34	12.18	15.08	17.39	20.30	3.08
TSINANFU dep.	..	8.15		..	..	..	..	..	WUSIH dep.	8.15	7.10	11.28	13.26	16 00	18.29	..	4.11
TIENTSIN arr.	..	16 20		..	..	..	..	..	SOOCHOW dep.	9.35	8.03	12.23	14.54	17.01	19.31	..	6.19
CENTRAL dep.	..	16.45		..	..	..	..	..	SHANGHAI NORTH arr.	12.15	10.15	14.20	17.50	19.00	21.30	..	7.00
PEKING arr.	..	18.00		..	..	..	..	..									

R Restaurant Cars. *Connects at Pukow with the through Siberian service. S. Sleeping Cars.

Woosung Forts to Shanghai North—Up (BRANCH LINE) Shanghai North to Woosung Forts—Down

WOOSUNG FORTS dep.	6.30	8.10	10.50	12.15	14.40	18.20	18.20	20.45	SHANGHAI NORTH dep.	6.10	7.20	10.05	12.25	14.00	15.20	17.20	20.05
KIANGWAN dep.	7.17	8.57	11.17	13.42	15.07	18.47	18.37	21.13	KIANGWAN dep	6.21	7.41	10.16	12.36	14.11	15.41	17.41	20.21
SHANGHAI NORTH arr.	7.35	8.45	11.35	13.50	15.15	18.55	18.45	21.20	WOOSUNG FORTS arr.	6.45	8.05	10.40	13.00	14.35	16.05	18.05	20.50

SHANGHAI-HANGCHOW-NINGPO RAILWAY ABRIDGED TIME TABLE

SHANGHAI NORTH TO ZAHKOU—"DOWN" MAIN LINE. ZAHKOU TO SHANGHAI NORTH—"UP"

STATIONS	Local	Fast R	Slow	Coolie & Goods	Local	Express R	Local	Local
Shanghai North dep.	....	7.35	9.00	10.00	....	14.50	15.50	....
Jaosfold dep.	....	7.51	9.16	10.23	....	15.06	16.06	....
Siccawei dep.	....	7.58	9.23	10.33	....	15.13	16.13	....
Langhwa Junction dep.	....	8.15	9.40	10.53	....	15.30	16.29	....
Shanghai South dep.	....	7.45	9.10	10.20	13.35	15.00	16.00	17.55
Langhwa Junction dep.	....	8.15	9.40	10.53	13.53	15.30	16.29	18.12
Songkiang dep.	....	8.59	10.48	12.02	....	16.07	17.42	....
Kashi dep.	....	9.51	11.52	13.28	....	16.58	18.49	....
Kashing dep.	7.40	10.25	12 30	14.35	....	17.22	19.26	....
Yahsi dep.	8.45	11.05	13.15	15.50	....	17.53	....	....
Changan dep.	9.45	11 41	14.00	16.50	....	18.24	....	....
Hangchow dep.	11.10	12.50	15.25	18.30	....	19.19	....	....
Zahkou arr.	11.55	13.10	15.50	19.00	....	19.35	....	....

STATIONS	Local	Local	Fast R	Slow	Local	Coolie and Goods	Express R	Local
Zahkou dep.	....	....	6.30	7.55	....	9.20	14.10	16.20
Hangchow dep.	....	....	7.00	8.30	....	10.00	14.35	16.05
Changan dep.	....	....	8.04	9.48	....	11.40	15.20	17.20
Yahsi dep.	....	....	8.41	10.31	....	12.20	15.51	18.40
Kashing dep.	....	7.15	9.28	11.22	....	14.10	16.20	19.20
Kashi dep.	....	7.48	9.53	11.55	....	14.48	16.52	....
Songkiang dep.	....	9.05	10.47	12.59	....	16.06	17.40	....
Langhwa Junction dep.	8.18	10.33	11.38	14.05	15.33	17.23	18.20	....
Shanghai South arr.	8.35	10.50	11.55	14.25	15.50	17.40	18.40	....
Langhwa Junction dep.	....	10 30	11.35	14.05	....	17.15	18.20	....
Siccawei dep.	....	10.39	11.44	14.14	....	17.22	18.28	....
Jaosfold dep.	....	10.46	11.51	14.21	....	17.32	18.36	....
Shanghai North arr.	....	11 00	12.05	14.35	....	17.55	18.54	....

KONZENCHIAO TO ZAHKOU KIANGSHOO BRANCH LINE. ZAHKOU TO KONZENCHIAO

Konzenchiao dep.	6.50	8.25	11.25	14.00	15.55	18.35		Zahkou dep.	....	10.10	12.25	....	17.20	....			
Kenshangmun dep.	7.10	8.50	11.40	14.15	16.15	18.50		Hangchow dep.	7.30	10.40	12 45	14.55	17.50	19.13			
Hangchow dep.	7.20	9.15	11.52	14.24	16.30	19.00		Kenshangmun dep.	7.42	10.57	12.57	15.12	18.07	19.27			
Zahkou arr.	....	9.40	12.10	...	16.55	....		Konzenchiao arr.	7.55	11.10	13.10	15.25	18.20	19.40			

R. Restaurant Car.

FINANCIAL AND COMMERCIAL NEWS

Exchange and Bullion

Shanghai, June 8, 1918.

Money and Bullion

Gold Dollars: Bank's buying rate @ 109½=Tls. 91.12
@ 7.31=Mex. $124.65
Mex. Dollars Market rate 72.825
S'hai Gold Bars: 978 touch Tls. 295
Bar Silver ..... Tls.
Copper Cash ..... per tael 1795
Sovereigns: Bank's buying rate: @ 4/7½d.=Tls. 4.34
@ exch. 7.31=Mex. $5.94
Peking Bar ..... —
Native Interest ..... .06

Latest London Quotations

Bar Silver ..... 48⅝d.
Bank Rate of Discount 5%
Market rate of discount:—
3 m-s. ..... %
4 m-s. ..... %
6 m-s. ..... %
Exchange on Shanghai, 60 d-s.
Ex. Paris on London ....Fr. 27.25
Ex. N. Y. on London ....T.T. $476½
Consols ..... £ —

Exchange Opening Quotations

London ..... T.T. 4/7½
London ..... Demand 4/7½
India ..... T.T. 307
Paris ..... T.T. 628½
Paris ..... Demand 630½
New York ..... T.T. 109½
New York ..... Demand 109¾
Hongkong ..... T.T. 70
Japan ..... T.T. 47½
Batavia ..... T.T. 214

Banks Buying Rates

London ..... 4 m/s. Cdts. 4/9d.
London ..... 4 m/s. Docy. 4/9½d.
London ..... 6 m/s. Cdts. 4/9¾d.
London ..... 6 m/s. Docy. 4/9¾d.
Paris ..... 4 m/s. 653½
New York .... 4 m/s. Docy. 113½

CUSTOMS HOUSE EXCHANGE RATES FOR JUNE.

Hk. Tl. 393 @ 4/6½		£1
" 1 @ 621		France 6.92
" 0.83 @ 108½		Gold $1
" 1 @ 48½		Yen 2.30
" 1 @ 15		Rupees 3.82
" 1 @ —		Roubles —
" 1 @ 1.50		Mex. $1.50

Silk Market

Messrs. William Little and Co. write as follows in their report for week ending June 7:

White Silk.—The market has ruled quiet with only a few transactions to report.

Tsatlee Filatures.—Pegasus, 1, 2, 3, Tls. 610 av. Buffalo, A. B. C. Tls. 610 av. S. S. S. Mars, 1, Tls. 590. Kung Kee Mars, 1, Tls. 570.

Tsatlee New Style.—Common, Tls. 580. Old Silk. Wild Dragon, 1, 2, Tls. 615 av.

Steam Filatures are firm in sympathy with the cocoon market.

BAR SILVER

Reuter's Service

London, May 31.—Today's silver prices were:—

Bar Silver Spot: 48⅞d. Quiet.

Previous quotation, London, May 29:—

Bar Silver Spot: 48⅝d. Steady.

Stock Exchange

Transactions

Shanghai, June 8, 1918.

TODAY'S QUOTATIONS

Official

International Cotton (ord.) Tls. 205.00
Laou Kung Mow Cotton Tls. 107.00
Oriental Cotton Tls. 52.50
Kota Bahroes Tls. 5.00

Unofficial

Shanghai Lands 6% debs 1902 @ Tls. 95.00

Sharebrokers' Association

Transactions

Shanghai, June 8, 1918.

BUSINESS DONE

Unofficial

Langkats @ Tls. 14.50 cash

ASTOR HOUSE HOTEL, TIENTSIN.

Cable Address
ASTOR

The leading Hotel in Tientsin. Delightfully situated, facing Victoria Park, and located in the Centre of the Town's Life and Business.

Spacious and Luxurious Dining and Reception Rooms.

Every Bedroom with private Bath & Toilet.

First Class Cuisine and Selected Cellar, under Foreign Supervision.

Central Heating, Electric Light, Modern Sanitary Arrangements.

Hotel Motor-Omnibus and Porters meet all Trains and Boats.

THE MANAGEMENT

China Mutual Life Insurance Co., Ltd.

We issue Policies in Sterling Take advantage of the Exchange.

Telephone to us, Central 2601, or write to the Head Office,
10 Canton Road, Shanghai.

"BICKERTON'S"

PRIVATE HOTEL

75, 74 and 75 Bubbling Well Road Seven minutes from Bund by trams. Strictly first-class cuisine under the personal supervision of the proprietress. Separate baths, hot and cold water, electric light. Tel. W. 1271.

British-America Assurance Co.

Telephone No. 93

The undersigned, as agents for the above company, are prepared to grant policies against Fire on Foreign and Native risk at Current Rates.

FRAZAR & CO.

行 業 華 中
CHUNG FOO UNION BANK

(Established in 1917)

Statutes approved by the Government in 1916

Head office: Tientsin

Subscribed Capital $2,000,000
Paid-up Capital $1,020,000

Managing Director:
SUN TAO SAN.

Branches and Agencies in Domestic Cities:

Tientsin	Chinkiang
Shanghai	Soochow
Peking	Wusieh
Hankow	Hangchow
Nanking	Ningpo
Yangchow	Shachsing
Hsuchow	Canton
Pengpu	Hongkong
Tsingkianpu	

Agencies and Correspondents in foreign countries:

London, International Banking Corporation.
New York, International Banking Corporation.
San Francisco, International Banking Corporation.
Tokyo, Bank of Chosen.
Kobe, Bank of Chosen.
Osaka, Bank of Chosen.
Yokohama, Bank of Taiwan.
and also other principal cities in foreign countries.

SHANGHAI BRANCH,
8.441 Ningpo Road.

Every description of Banking and Exchange business transacted. Interest allowed on Current Accounts and Fixed Deposits both in Taels and Dollars according to arrangement.

Credits granted on approved securities.

Y. R. Sun, Manager.
T. D. Zar, Sub-Manager.

Telephone No. 2618 General Office.
Telephone No. 1929 Manager's Office.

MITSUI BANK, LTD

SHANGHAI BRANCH

3 Foochow Road

Capital (Paid-up).....Yen 20,000,000.
Reserve..... „ 12,550,000.

Head Office: Tokyo, Japan.
President: Baron Takayasu Mitsui.

Branches:

Osaka, Nishi (Osaka), Kobe, Yokohama, Nagasaki, Moji, Fukuoka, Shimonoseki, Hiroshima, Kyoto, Nagoya, Fukagawa (Tokyo), Otaru.

Bankers:

London: Messrs. Barclays Bank, Ltd. The London City and Midland Bank, Ltd.
New York: The National City Bank of New York. The Guaranty Trust Co. of New York.

Every description of Banking and Foreign Exchange Business Transacted.

J. KENJOH, Manager.

Chinese and Foreign Banking Announcements

Chartered Bank of India, Australia and China

Incorporated by Royal Charter 1853.

Capital $1,200,000
Reserve Fund 2,000,000
Reserve Liability of Shareholders 1,200,000

Head Office:
38 BISHOPSGATE, LONDON, E. C.

Court of Directors:

Sir Montagu Cornish Turner, Chairman.
Sir Duncan Carmichael.
T. Cuthbertson, Esq.
Sir Alfred Dent, K.C.M.G.
W. H. Neville Goschen, Esq.
The Rt. Hon. Lord George Hamilton, G.C.S.I.
W. Foot Mitchell, Esq.
Lewis Alexander Wallace, Esq.

Bankers:

The Bank of England.
The London City & Midland Bank Limited.
The London County and Westminster Bank, Limited.
The National Provincial Bank of England, Limited.
The National Bank of Scotland, Limited.

Agencies and Branches:

Amritsar	Iloilo	Puket
Bangkok	Ipoh	Rangoon
Batavia	Karachi	Saigon
Bombay	Klang	Seremban
Calcutta	Kobe	Singapore
Canton	Kuala-Lumpur	Shanghai
Cebu	Madras	Sourabaya
Colombo	Malacca	Taiping
Delhi	Manila	(F. M. S.)
Foochow	Medan	Tavoy (Lower
Haiphong	New York	Burma)
Hankow	Peking	Tientsin
Hongkong	Penang	Yokohama

Shanghai Branch, 13 The Bund.

Drafts granted on the above Agencies and Branches and also on the principal Commercial Cities throughout the world. Bills of Exchange bought, Travelling Letters of Credit issued and every description of Banking and Exchange business undertaken.

Interest allowed on Current Deposit Accounts, according to arrangement.

Fixed Deposits are received for twelve months and shorter periods at rates to be ascertained on application.

A. I. D. STEWART.
Manager.

BANQUE DE L'INDO-CHINE

Capital ..... Frs. 45,000,000.00
Reserves ..... Frs. 45,000,000.00

Succursales et Agences:

Bankok	Hanoi	Saigon
Battambang	Hongkong	Shanghai
Canton	Mengtze	Singapore
Djibouti	Noumea	Tientsin
Dondichery	Peking	Tourane
Haiphong	Papoote	
Hankoou	Pnom-Penh	

Bankers:

In France: Comptoir National d'Escompte de Paris; Credit Lyonnais; Banque de Pari et des Pays-Bas; Credit Industriel et Commercial; Societe Generale.
In London: The Union of London and Smith's Bank, Ltd.; Comptoir National d'Escompte des Paris; Credit Lyonnais.

This Shanghai Agency undertakes all banking operations and exchange business, grants credits on goods and approved securities and receives deposits on current and fixed deposits according to arrangement.

L. ARDAIN.
Manager.

Banque Belge Pour L'Etranger

Filiale de la Societe Generale de Belgique
Societe Anonyme
Paid-Up Capital ... Frs. 50,000,000

Head Office: BRUSSELS.
London office: 2 Bishopsgate.
Branches at Peking, Tientsin, Alexandria, Cairo (Egypt,) and Rotterdam

President:
JEAN JADOT
Gouvernor Societe Generale de Belgique.

Bankers:

London: Martin's Bank, Ltd.
Brussels: Societe Generale de Belgique.
Antwerp: Banque d'Anvers.
Paris: Banque de l'Union Parisienne, Societe Annoyme.
Lyons and Marseilles: Comptoir National d'Escompte d'Paris.
New York: National City Bank of New York.

Interest allowed on Current Accounts Taels and fixed deposits according to arrangements.

Every description of banking and exchange business transacted.

M. DEMETS,
Manager for China.

Hongkong & Shanghai Banking Corporation

Paid-up Capital $15,000,000

Reserve Funds:—
Sterling £1,500,000 @ 2s. $15,000,000
Silver 19,500,000
$34,500,000

Reserve liability of Proprietors $15,000,000

Head Office: HONGKONG
Court of Directors:

Hon. Mr. P. H. Holyoak, Chairman
G. T. M. Edkins, Esq, Deputy Chairman.
F. C. Butcher, Esq.
A. H. Compton, Esq.
S. H. Dodwell, Esq.
C. S. Gubbay, Esq.
Hon. Mr. D. Landale.
E. V. D. Parr, Esq.
W. L. Pattenden, Esq.

Chief Manager.
Hongkong—N. J. STABB.

Branches and Agencies:

Amoy	Ipoh	Peking
Bangkok	Johore	Penang
Batavia	Kobe	Rangoon
Bombay	Kuala Lumpur	Saigon
Calcutta	London	S. Francisco
Canton	Lyons	Shanghai
Colombo	Malacca	Singapore
Foochow	Manila	Sourabaya
Hankow	Nagasaki	Tientsin
Harbin	New York	Tsingtao
Iloilo		Yokohama

London Bankers:
London County and Westminster Bank, Ltd.

Shanghai Branch: 12, The Bund.
Sub-Agency: 9 Broadway.

Interest allowed on Current Accounts and on Fixed Deposits according to arrangement.

Local Bills Discounted

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts granted on London and the chief commercial places in Europe, India, Australia, Africa, China, Japan and America.

A. G. STEPHEN.
Manager.

Russo-Asiatic Bank

	Roubles.
Capital (fully-paid)	55,000,000
Reserve Fund	26,960,000
	Kpg. Tls.
Capital Contributed by the Chinese Government	3,500,000
Reserve Fund	1,750,000

Head office: PETROGRAD.
Paris office: 9, Rue Boudreau.
London office: 64, Old Broad St., E.C.

Bankers:

London: Messrs. Glyn, Mills, Currie & Co,
Paris: Societe Generale pour favoriser le Development de Commerce et de l'Industrie en France. Banque de Paris et des Pays-Bas.
Lyons: Societe Generale pour favoriser le Development du Commerce et de l'Iudustrie en France.

Far Eastern Branches and Agencies

Bombay	Harbin	Peking
Chanchun	Hongkong	Shanghai
Chefoo	Newchwang	Tientsin
Dairen	Nicolayowsk	Vladivostock
Hailan	O/Amur	Yokohama
Hankow		

81 Branches and Agencies in Russia, Siberia and Mongolia

SHANGHAI BRANCH

Interest allowed on Current Account and Fixed Deposits in Taels, Dollars and Roubles. Terms on application.

Local Bills discounted. Special facilities for Russian Exchange.

Foreign Exchange on the principal cities of the world bought and sold.

Safe Desposit Boxes.

L. JEZIERSKI,
G. CARRERE,
managers for China, Japan and India.

The Bank of China

(Specially authorised by Presidential Mandate of 15th April, 1915)

Authorised Capital .. $60,000,000.00
Paid-Up Capital 12,279,500.00
Reserve Fund $1,398,553.80
Special Reserve Fund $1,896,923.68

HEAD OFFICE: PEKING.

Branches and Agencies:

Peking	Taiyuan	Shanghai
Tientsin	Kaifeng	Hankow
Changchun	Wuhu	Ichang
Antung	Anking	Changsha
Dalny	Hangchow	Nanchang
Moukden	Ningpo	Klukiang
Newchwang	Nanking	Foochow
Harbin	Chinkiang	Amoy
Kirin	Hsuchow	Canton
Tsinan	Soochow	Hongkong
Chefoo	Wusieh	Swatow —
Tsingtau	Yangchow	Chungking

SHANGHAI BRANCH.
3 HANKOW ROAD.

Loans granted on approved securities. Local bills discounted. Interest allowed on Tael Current Accounts at 2 per cent per annum, on Dollar Current Accounts at 1 per cent. per annum, and on Fixed Deposits at the following rates:

For 3 months at the rate of 3 per cent per annum.
For 6 months at the rate of 4 per cent per annum.
For 12 months at the rate of 5 per cent per annum.

SUNG HAN CHANG,
Manager.

Banque Industrielle de Chine

Capital ..... Francs 45,000,000
one-third of the Capital, i. e. Frs. 15,000,000, subscribed by
THE GOVERNMENT OF THE CHINESE REPUBLIC

Statutes approved by the Government of the Chinese Republic on January 11, 1913.

President Andre Berthelot.
General Manager, A. J. Pernotta.

HEAD OFFICE
74, RUE ST. LAZARE, PARIS.
Branches in Peking, Tientsin, Shanghai, Saigon and Hongkong
BANKERS:
In France: Societe Generale pour le Development du Commerce et du l'Industrie en France.
In London; London, County and Westminster Bank Ltd.

Interest allowed on Current Accounts in Gold or Local currency and Fixed Deposits on application.

Every description of Banking and Exchange business transacted.

Savings accounts in Gold and Local currency.

G. LION,
Manager.
1, French Bund, Shanghai.

Yokohama Specie Bank, Limited

(Established 1880.)

Head Office: YOKOHAMA, JAPAN.

Capital Subscribed . Yen 48,000,000
Capital Paid-up ... Yen 42,000,000
Reserve Fund ..... Yen 23,100,000

London Bankers:

The London County Westminster and Parr's Bank, Ltd.
The National Provincial and Union Bank of England Ltd
The London Joint Stock Bank, Ltd.

Branches and Agencies

Bombay	London	S. Francisco
Buenos Ayres	Los Angeles	Seattle
Calcutta	Lyons	Shanghai
Changchun	Manila	Shimonoseki
Dalny	Mukden	Singapore
Hankow	Nagasaki	Sourabaya
Harbin	Newchwang	Sydney
Hongkong	New York	Tientsin
Honolulu	Osaka	Tokio
Kaiyuen	Peking	Tsinanfu
Kobe	Rangoon	Tsingtau

SHANGHAI BRANCH

Interest allowed on Current Accounts and Fixed Deposits in Taels and Dollars, according to arrangement.

Drafts granted on principal places in Japan, Korea, Formosa, China and the chief commercial places in Europe, India and America.

Every description of Banking and Exchange business transacted.

K. KODAMA, Manager.

The Shanghai Commercial and Savings Bank, Ltd.

9, Ningpo Road.

Paid-Up Capital $300,000.00
Reserve $15,000.00
Deposits (Dec. 31, 1917) $2,067,768.24

Correspondents at principal cities in China, and domestic exchange a speciality.

Credits granted on approved securities. Bills discounted.

Current accounts in both taels and dollars with interest, may be opened on application.

Particulars of interest allowed on fixed deposits, in both taels and dollars, will be furnished on request.

K. P. CHEN,
General Manager.

International Banking Corporation

Capital & Surplus U.S. $4,500,000.00
Undivided Profits U.S. $1,343,000.00
U.S. $7,843,000.00

Head Office:
55 Wall Street, New York
National City Bank Building.

London Office.
36 Bishopsgate, E. C.

Branches:

Batavia	Kobe	San Francico
Bombay	London	Santo Domingo
Calcutta	Manila	Santiago de los
Canton	Medellin	Caballeros
Cebu	Panama	Shanghai
Colon	Peking	Singapore
(Cristobal C.Z.)		Tientsin
Hongkong	San Pedro de	
Hankow	Macoris	Yokohama

Through its close affiliation with the NATIONAL CITY BANK OF NEW YORK, the Corporation is able to offer the special services of the Branches of that Institution established at:—

Bahia	Petrograd
Buenos Aires	Rio de Janeiro
Caracas,	Santiago de Cuba
Genoa	Santos
Habana	San Paulo
Moscow, Russia	Valparaiso
Montevideo	

The Corporation issues Commercial and Travellers' Letters of Credit and Travellers' Cheques, receives money on CURRENT DEPOSIT ACCOUNT and FIXED DEPOSIT on terms which may be ascertained on application, and transacts all other descriptions of Banking and Exchange business.

H. C. GULLAND.
Manager.

1a Kiukiang Road, Shanghai.

Nederlandsche Handel Maatschappij

(NETHERLAND TRADING SOCIETY.)

Established 1824.

Paid-up-Capital—
Guilders 60,000,000 (about £5,000,000)
Reserve Fund—
Guilders 11,595,461, (about £966,288)
Head Office: AMSTERDAM.
Head Agency: BATAVIA

Agencies in Holland:
THE HAGUE and ROTTERDAM.

Branches:

Bandjermasin	Padang	Soerakarta
Bandoeng	Palembang	Tebing-Tinggi
Cheribon	Pekalongan	Tegal
Djember	Penang	Telok-Betong
Djokjakarta	Pontianak	Tjiamtjap
Hongkong	Rangoon	Weltevreden
Kota-Radja	Semarang	
Langsa	Singapore	
Makassar	Soerabaya	
Medan		

London Bankers:
Union of London and Smith's Bank, Ltd.

Correspondents at the principal places in Europe, Asia, Australia and North America.

The Bank buys, sells, and receives for collection bills of exchange, issues letters of credit on its branches and correspondents and transacts banking business of every description.

Current accounts kept in taels and dollars.

SHANGHAI INTEREST ALLOWED on current tael accounts and fixed Deposits, according to arrangement.

B. G. J. WYNBERG.
manager.

Ho.. kong & Shanghai Banking Corporation

Savings Bank Office:
12 The Bund, and 9 Broadway.

Deposits of not less than $1, or over $100, will be received at one time.

Not more than $1,200 will be received in one year from any single depositor whose credit balance shall not at any time exceed the sum of $5,000.

Interest at the rate of 3½ per cent per annum will be allowed on the monthly minimum balance. Deposits may be withdrawn on demand. Accounts will be kept either in Mexican Dollars or Taels, at the option of the depositor.

Depositors will be presented with Pass Books in which all transactions will be entered. Pass Books must be presented when paying in or withdrawing money.

Office Hours—10 a.m. to 3 p.m. Saturday, 10 a.m. to 12 noon.

Commercial Bank of China

Head office: SHANGHAI

Subscribed Capital Sh. Tls. 5,000,000
Paid-up Capital .. Sh. Tls. 2,500,000

Advances made on approved securities. Bills discounted.

Interest allowed on Current Accounts at 2 per cent per annum on daily balance. On Fixed deposits:
For 3 months at 3% per annum.
For 6 months at 4% per annum.
For 12 months at 5% per annum.
On Deposits in Dollars according to arrangement.

H. G. MARSHALL.
Chief Manager

The Mercantile Bank of India, Ltd.

Authorised Capital £1,500,000
Subscribed Capital 1,125,000
Paid-up Capital 562,500
Reserve Fund 650,000

HEAD OFFICE, 15 Gracechurch Street, LONDON, E. C.

London Joint Stock Bank, Ltd.

Branches & Agencies.

Bombay	Howrah	Madras
Calcutta	Handy	Penang
Colombo	Karachi	Port Louis
Delhi	Kota Bahru	(Mauritius)
Galle	(Kelantan)	Rangoon
Hongkong	Kuala Lumpur	Shanghai
	Singapore	

Shanghai Branch.

EVERY description of Banking and Exchange business transacted. Interest allowed on Tael Current Accounts at 2% per annum and on Fixed Deposits at rates which may be ascertained on application.

R. D. YOUNG,
Manager.
26 The Bund. 9753

BANK OF COMMUNICATIONS

Specially authorised by Presidential Mandates of April 7th, 1914, and October 31st, 1915.
Paid-Up
Capital: Kuping Taels 10,000,000

HEAD OFFICE PEKING.
50 Branches and Agencies at principal commercial places in China.

SHANGHAI BRANCH
35 Szechuen Road.

Interest allowed on both Current and Fixed Deposit Accounts; Credit granted to approved securities, and every description of Banking and Exchange business transacted.

H. TAO, Manager.
Y. M. CHIEN, Sub-Manager.

SUMITOMO BANK, LIMITED

SHANGHAI BRANCH.
N. 1 Kiukiang Road

Capital ..... Yen 30,000,000
Capital (Paid-Up) . Yen 18,750,000
Reserve ..... Yen 2,800,000
Deposits ..... Yen 150,000,000

President, Baron K. Sumitomo

Head Office: OSAKA

Branches:

Tokyo, Yokohama, Nagoya, Kyoto, Osaka, Kobe, Hyogo, Onomichi, Kure, Niihama, Hiroshima, Yana, Shimonoseki, Moji, Wakamatsu, Kukuoka, Kurume, Honolulu, San Francisco, Bombay and Hankow.

London Banker:
LLOYDS BANK, LIMITED
New York Banker:
NATIONAL CITY BANK OF N. Y.

Banking Business in General Foreign Exchange Business, Travellers' and Commercial Letters of Credit, Correspondents throughout the World.

S. KASHARA,
Manager.

Telephones:—
2318 Manager. 4663 Compradore.
2350 Gen. Office. 4621 Nights only.
3530 General Office.

The National Commercial Bank, Ltd.

(formerly known as The Chekiang Shing Nih Chartered Bank, Ltd.)

Established 1907.

Paid-Up Capital $1,000,000.00
Reserve Fund 266,000.00

Head Office: Shanghai.
14, Peking Road.
(Telephone Nos. 2613 and 2614.)

Branches:
Hangchow, Hankow, Peking, Tientsin, Mukden and Harbin.

Correspondents at the principal cities throughout China.

Interest allowed on Current Accounts and Fixed Deposits both in taels and dollars according to arrangement.

Interest allowed on Savings Account at 4% per annum.

Credits granted on approved securities.

Every description of Banking and Exchange business transacted.

Shen Chu Hsu, Manager.
Shu Chin Mih, Sub-Manager.
C. C. Yang, Sub-Manager.

Business and Official Notices

TENDERS FOR MECHANICAL EQUIPMENT

TSING HUA COLLEGE, PEKING.

TENDERS will be received by Tsing Hua College for the (1) Heating and Ventilation (2) Plumbing and (3) Electrical Installations of the Auditorium and Science Building at Tsing Hua Yuan, Peking.

Plans and specifications may be had on the payment of an application fee of $20 silver, Peking currency, to the Architect's Office, Tsing Hua College, Peking. Ten dollars will be refunded when the drawings and specifications are returned to the College.

Tenders will be opened on July 10 at 3 o'clock p.m. at TSING HUA YUAN.

17936

The Hing Wah Paste Mfg. Company, Limited

Problem of high cost of living solved.

Our Macaroni, Paste Star, Vermicelli in coil and all soup stuffs, etc., are made from the choicest ingredients with the latest foreign-made machinery under the most hygienic conditions.

People living in China should consume the products of local industries, especially food stuffs.

We guarantee our goods are cheaper and fresher than imported goods.

Our goods have been examined and certified by the Hongkong Government Chemist.

71 North Soochow Road.

NOTICE

Dr. OKS and Dr. FURSTENBERG have opened consulting rooms at NO. 3 KIUKIANG ROAD,

Tel. Central No. 1801.

Dr. OKS, MD., specialist for eye, ear, throat and nose diseases.

Hours: 9 to 11 a.m. and 1 to 3 p.m.

Dr. FURSTENBERG, M.D., Urinary and skin diseases.

Hours: 11 to 1 p.m. and 5 to 7 p.m.

18236

IN THE UNITED STATES COURT FOR CHINA

In re Estate of John Mark Darrah, Deceased.

Cause No. 651 Special Proceeding No. 247 (Administration)

NOTICE TO CREDITORS

Notice is hereby given to all parties interested that the undersigned has been appointed Special Administrator of the above named decedent's estate; that all persons having claims against the said estate are required to present the same for payment, with vouchers, to the undersigned on or before November 19, 1918, and all persons owing the said deceased are required to make payment to the undersigned.

JOHN RESIDE HYKES,
Special Administrator,
73 Szechuen Road,
Shanghai, China.

May 19, 1918.

18052

AMERICAN
APPLE CIDER
APPLE CIDER
APPLE CIDER
SWEET
PURE
&
WHOLESOME

For Sale by All Clubs, Hotels and Stores,

Connell Bros. Company, Agents, Shanghai and Hongkong.

NOTICE

We beg to inform the public that the silk merchants and firms who are connected with our guild are not associated with the International Committee for the Improvement of Sericulture in China, which has recently been organised by the foreign merchants and the Chinese Silk Cocoon Merchants' Guild in Shanghai. For fear of misunderstandings, this notice is inserted in the leading Chinese and Foreign newspapers.

THE CHINESE SILK GUILD,
E 196 Shansi Road.

18303

MUNICIPAL NOTIFICATION

No. 2518. (Amended).

SPECIAL CONSTABLES.

THE Council invites applications from male residents of the Settlement of 21 years of age and upwards, who are not members of either the Volunteer Corps or the Fire Brigade, for enrolment for service under the Council as Special Constables.

Selected applicants, who will enter into agreements with the Council terminable upon one month's notice, will be required to attend periodical drills, to pass a course in the use of fire arms and to undertake such duty as may be assigned to them, entailing under normal circumstances night duty for two hours at a time twice a week, between 6 p.m. and 12 midnight.

Applications for enrolment should be made in writing marked "Special Constables" and addressed to the Captain Superintendent of Police at the Central Police Station.

By order,
N. O. LIDDELL,
Acting Secretary.

Council Room,
Shanghai, May 4, 1918.

18232

Peking Union Medical College
Premedical School

Announcements for the Academic Year 1918-19.

Curriculum: The Premedical School offers a three year course in the fundamental subjects which are prerequisite to the study of medicine. The curriculum includes courses in mathematics, physics, chemistry, biology, English, Chinese and German. The work in the second and third years is of the grade required in the first two years of the best American Universities Student who completes the work of the Premedical School satisfactorily will be admitted to the first year of the Medical Schol without examination.

Medium of Instruction: All courses except those in Chinese language and literature are conducted in English.

Entrance Requirements: Admission to the Premedical School is by examination. To be eligible for the entrance examinations, a candidate must be a graduate of an approved Middle School, and must possess a good working knowledge of English, both oral and written.

Advanced Standing: Admission with advanced standing will be granted to candidates who present suitable credentials showing the completion of one or more years of work of collegiate grade and who pass satisfactory examinations in the subjects for which credit is desired.

Examinations: Examinations for entrance and for advanced standing will be held at Peking, Shanghai and Canton, June 18 to 22, and August 27 to 31, 1918.

Calendar: The first semester opens Tuesday, September 17, 1918, and closes January 31, 1919. The second semester opens February 11, 1919 and closes June 20, 1919.

The work of the Medical School will open in September, 1919.

Applications for admission to the entrance examinations and requests for further information should be addressed to

The Dean of the Premedical Schoo,
Peking Union, Medical College,
Peking, China.

17597

THE CATHAY LACE CO.

19 Nanking Road, Shanghai

The Chief Manufacturers and Exporters of Hand-made Laces, Embroideries, Etc.

Big Stock
of
FILET LACES
for
WHOLESALE

SPECIALIST

(can speak English well)
For
Venereal and Surgical disease.
Man and Woman's disease.
Skin disease and rheumatism
(studied medicine in Japan, America and Europe)
Charge moderate.
Japanese Dr. K. WATANABE, A.M., M.D.
31 Haining Road (fifth house from North Szechuen Road)
Tele. North 2279.

17846

Russian Lady Dentist

Miss. A. Gauhman

20 Nanking Road,
Time 9-12 : 2-6
Tel. 1916.

17357

FAT PEOPLE

Reduce! Benefit your health! We also cure Rheumatism and nervousness.
Turkish Bath and Massage Establishment.
PROF. I. K. SETO,
25 North Szechuen Road,
Phone N. 2768.

FOR SALE

A HIGH CLASS ladies millinery and outfitting store of high standing and good reputation. Reason for disposing of this business is owing to ill-health. Apply in first instance to Box 391, THE CHINA PRESS.

18231

CARPETS OF QUALITY

HWA YENG'S Factory—large, airy, modernised—invites your inspection of their Prime Quality Tientsin Carpets. Made from the finest, fadeless, camel wool, procurable only in the carpet district of Tientsin, these carpets are beautifully designed, either in foreign or Chinese patterns, and the finish is perfect.

You Will Need Carpets In Your Home This Winter

Try HWA YENG'S—They beautify your home, bring out expressions of admiration from your guests, and the cost is exceedingly cheap.

Prices according to quality from $7.50 upward.

HWA YENG CARPET FACTORY,
127 Peking Road.

You can't miss our factory! it's right on the road.

Restaurant

Regular Dinner from 7.30 to 9.30 p.m. High class meals and short orders served at all hours.

The Astor Grill Rooms
13-14 Broadway

RAPS YOUNG BERNSTORFF

German Paper Resents Marriage To American Of Ex-Envoy's Son

The Hague, April 24.—The Kölnische Volkszeitung comments on a report in a Swiss paper that Marguerite Vivian Thomason, an American, marrying for the third time, has become the bride of Count Christian Gunther Bernstorff, a son of the former German Ambassador to the United States.

The paper apparently considers this an excellent opportunity to attack the habit of German diplomats of marrying foreigners. It judges the young man guilty of bad taste in contracting an alliance with an American at this time, especially as he is an only son, and says people will rightly ask if the Americanism of women in a family will not taint the German national feeling in men, especially as in the present case the Count's mother also is American.

The paper then recalls how strongly Bismark opposed any diplomat with a foreign wife as representative of Germany abroad, even going as far as oblige diplomats who married foreigners to leave the service. This course is approved of by the paper which wonders why it was not maintained.

Much will have to be changed in German diplomacy after the war, it declares, and especially the selection of diplomatic representatives. It is not an imperative necessity to choose diplomats from a certain limited circle, especially if others can be found with German wives.

The paper then dwells on the fact that one peril in diplomats having foreign wives is the dangerous habit the latter acquire in discussing politics in letters, "but in confidence only and you must not repeat it." These private letters, it says, have often had extraordinary fate, and State secrets cannot remain hermetically sealed in family circles.

Provision Prices in Local Market

Prices quoted are in Mexican dollars cents at Hongkew market as compiled on June 4, 1918.

Butcher's Meat		
Beef	per lb.	14-20
Mutton	"	16-20
Pork	"	25-30
Veal	"	25-30
Fish		
Bream	per lb.	12-14
Cod	"	14-16
Mandarin	"	30-40
Mackerel	"	16-20
Pomfret	"	14-16
Salmon	"	16-20
Samli	"	30-40
Soles	"	14-16
Whitebait	"	none
Game, Poultry and Eggs		
Deer	each	none
Duck	"	40-70
Eggs	per doz.	15-17
Fowl	per lb.	18-20
Geese	each	50-80
Hare	"	none
Partridge	"	none
Pheasant	"	none
Pigeons	"	15-18
Plover	"	none
Quail	each	18-20
Snipe	"	12-14
Turkey	per lb.	30-35
Teal	each	none
Wild Duck	"	none
Wild Pigeons	"	none
Woodcock	"	none
Wild Geese	"	none
Fruit		
Apricots	per lb	none
Apples	"	20-25
Bananas	"	15-18
Cherries	"	none
Cocoanuts	each	15-18
Chestnuts	per lb.	none
Figs	per doz.	none
Grapes	per lb.	none
Lemons	each	7-8
Lichees	per lb.	15-20
Mangoes	"	12-16
Mangosteens	per doz.	60-70
Melons	each	none
Oranges	per lb.	15-20
Peaches	"	8-10
Persimmons	"	none
Peeboes	per lb.	8-10
Plums	"	6-8
Pumeloes	each	none
Pineapples	"	none
Pears	per lb.	8-10
Strawberries	"	10-15
Walnuts	"	12-14
Vegetables		
Artichokes	each	5-6
Asparagus	per doz.	20-30
French Beans	per lb.	15-18
Broad Beans	"	2-3
Beetroot	per bunch	2-3
Bamboo Shoots	per lb.	8-10
Cabbage	each	3-4
Carrots	"	2-3
Cauliflower	each	10-15
Celery	per bunch	2-3
Egg Plant	per lb.	5-6
Green Corn	each	none
Leeks	per bunch	2-3
Mushrooms	per lb.	30-1.00
Onions	per lb.	2-3
Parsnips	per bunch	4-5
Potatoes	per pic.	$2.00-2.50
Peas	per lb.	3-4
Radishes	per bunch	1-2
Spinach	per lb.	2-3
Tomatoes	"	10-12
Turnips	per bunch	2-3
Grain and Flour		
Flour American	per 50 lbs.	$5.50
Flour Australian	"	$4.30
Flour Shanghai		$2.70
Rice	per 200 lbs.	$7.00
Milk		
Foreign dairies	per bottle	20
Chinese dairies	"	17
Fodder		
Barley	per 114 lbs.	$2.75
Bran	"	$1.85
Fuel		
House Coal	per ton Tls.	19.50
Stove Coal	per ton Tls.	21.75
Firewood	per 50 bundles	$1.00
Laundry		
Per 100 articles		$3.00-4.00

E. KILNER.
Chief Inspector.

HONMA HOSPITAL,

No. 8a Miller Road. Tel. North 2961.

DR. T. YAMADA,
(former Assistant at the Imperial Universities at Tokio and Fukuoka.)
Internal Medicine,
Children's Diseases.

DR. K. HONMA,
(former Assistant at the Imperial University at Fukuoka.)
Women's Diseases,
Confinements, Surgery,
Skin Diseases,
Venereal Diseases.

∴ ∵ AMUSEMENTS ∵ ∴

GRAND CONCERT

AT THE

OLYMPIC THEATRE

On Wednesday, June 12th

By The Famous

MOSCOW TRIO

Of the Duchess Olga of Leightenburg

The Great Russian Painist

ALEXANDER CHMELNITZKI

The Great Russian Violinist

VLADIMIR SIROIDO

The Great Russian Celloist

CONSTANTINE BAKALEINIKOFF

ADMISSION PRICES

$3.00, $2.00, $1.00

Booking at Messrs. MOUTRIE & Co.,

"THE ELDORADO"

High - Class Vaudeville and Dance Hall

3 JUKONG ROAD

To Complete a Perfect Day,

Come and be Entertained

by

The Aldo-Pini Comical Duet

Miss Irene Swan,
American Ragtime Singer and Dancer

Miss Paola French, Songs and Dances.

Miss Dachenko, Russian Dancer.

"The Williamson Ballet"

PROF. MARTINEZ' Orchestra

∴ ∵ AMUSEMENTS ∵ ∴

On June 9th

AT THE

OLYMPIC THEATRE

THE GREATEST

ALL CHAPLIN

∴ ∵ PROGRAMME ∵ ∴

EVER SCREENED

SHOWING

THE FOLLOWING FOUR COMEDIES

CHARLIE CHAPLIN

IN

"PROPS" . . . . . 2 Parts	"GOING DOWN" . . 1 Part
"PRIME MINISTER" 2 Parts	'PIANO MOVER". . 1 Part

PRICES . . . . . $1.50 and $1.00

MATINEES

Today, at 3.15 p.m

Amusements

VERDUN GARDEN

474 Avenue Joffre 474

Concert every afternoon at 5 o'clock by foreign orchestra.

Open Air Cinema

from 9 to 12 nightly

TONIGHT TONIGHT

The Motor Buccaneers

2 parts comedy featuring

FRANCIS BUSHMAN

in

"HER HUSBAND"

2 Parts Screaming Comedy

ZIP THE DODGER

Comedy Featuring FATTY

"IMPROVISED HAIRDRESSERS"

:-: Comic :-:

Tables for Dining

can be reserved by informing the management one day in advance

HOTEL DE FRANCE

SPECIAL ATTRACTION

AT THE

Victoria Theatre

on June 9th and 10th

AND

MATINEE on SUNDAY

A marvelous detective drama. A mystery that involves secret military plans and almost causes the death of an innocent man

SHOWING

The Five Part Film

"THE CLUE"

with

BLANCHE SWEET

NEW GRAPHIC

and

NEW COMEDIES

ST. GEORGE'S CINEMA

BUBBLING WELL

June 9th

GLADYS HULETTE

in

"LADY PARTINGTON"

a 5 Parts, Pathe Gold Rooster Play.

Also

CHARLEY CHAPLIN

in

"CAUGHT IN A CABARET"

and

Scenic and Comic Pictures

Commencing at 9.15 p.m.

ISIS THEATRE

Corner of Jukong & N. Szechuen Rds.

BIG MATINEE TO-DAY AT 3. P.M.

Showing

PENNINGTON'S CHOICE 5 Parts — THE GREAT SECRET Episodes 5 & 6

SEE

To-night *To-night*

THE GREAT AMERICAN ACTOR

FRANCIS X. BUSHMAN

IN **Pennington's Choice**

EXCELLENT "METRO" SUPER-FEATURE IN FIVE ACTS: Featuring

THE PRETTY AND TALENTED ARTISTE **BEVERLY BAYNE**

TOMORROW NIGHT SHOWING

"THE GREAT SECRET" — Episodes 7 & 8 (4 Parts)
"THE GRAY GHOST" — Episode 14 (2 Parts)

THE BEAUTIFUL BEVERLY BAYNE

HAVING HER BATH YOU MUST SEE HER!

GENERAL SHIPPING NEWS

Future Sailings

FOR AMERICA AND CANADA

Date	Time	Destination	Ship's Name	Flag	Agents
June 10	—	Tacoma & Seattle	Arabia Maru	Jap.	O.S.K.
June 13	—	San Francisco	Siberia Maru	Jap.	Alexander
June 16	—	Tocoma & Seattle	Africa Maru	Jap.	O.S.K.
June 16	—	Seattle, etc.	Fushimi Maru	Jap.	N.Y.K.
June 22	—	San Francisco	Colombia	Am.	P.M.S.S. Co.
June 24	—	San Francisco	China	Am.	C.M.S.S. Co.
June 25	—	San Francisco	Tenyo Maru	Jap.	Alexander
June 30	—	Seattle, etc.	Kashima Maru	Jap.	N.Y.K.
July 19	—	San Francisco	Shinyo Maru	Jap.	Alexander
July 20	—	Vancouver	Empress of Japan	Br.	C.P.R.
July 20	—	San Francisco	Venezuela	Am.	P.M. S.S. Co.
July 27	—	Tacoma & Seattle	Manila Maru	Jap.	O.S.K.
July 31	—	Vancouver	Monteagle	Br.	C. P. R.

FOR JAPAN PORTS

June 14	—	N'saki, Kobe & Y'hama	Yamashiro Maru	Jap.	N.Y.K.
June 15	—	Moji, Kobe & Osaka	Omi Maru	Jap.	N.Y.K.
June 18	—	N'saki, Kobe & Y'hama	Chikugo Maru	Jap.	N.Y.K.
June 19	—	Moji, Kobe & Osaka	Chikuzen Maru	Jap.	N.Y.K.
June 22	—	Moji, Kobe & Osaka	Takeshima Maru	Jap.	N.Y.K.
June 25	—	N'saki, Kobe, Y'hama	Tategami Maru	Jap.	N.Y.K.
June 26	—	Kobe	Mishima Maru	Jap.	N.Y.K.

FOR EUROPE, INDIA, STRAITS, ETC.

June	—	Marseilles	Saigon Maru	Jap.	O.S.K.
	—	London, etc.	Hirano Maru	Jap.	N.Y.K.
	—	London, etc.	Yokohama Maru	Jap.	N.Y.K.

FOR SOUTHERN PORTS

June 9	—	Foochow	Hsinchi	Chi.	C.M.S.N. Co
June 10	4.30	Ningpo	Hsin Peking	Br.	B. & S.
June 10	4.00	Ningpo	Hsin Ningshao	Chi.	N.S.N. Co.
June 11	4.00	Ningpo	Kiangteen	Chi.	C.M.S.N. Co.
June 11	11.00*	Swatow & Hongkong	Yingchow	Br.	B. & S.
June 11	—	Hongkong	China	Am.	C.M.S.S. Co.
June 11	11.00*	Hongkong and Canton	Sinkiang	Br.	B. & S.
June 13	D.L.	Amoy, H'kong, C'ton	Suiyang	Br.	B. & S.
June 14	—	Takao, F'chow, K'lung	Kohoku Maru	Jap.	O.S.K.
June 16	—	Hongkong	Canada Maru	Jap.	O.S.K.
June 16	D.L.	Swatow and Hongkong	Kaifong	Br.	B. & S.
June 18	D.L.	Hongkong and Canton	Sungkiang	Br.	B. & S.
June 27	—	Hongkong	Shinyo Maru	Jap.	Alexander

FOR NORTHERN PORTS

June 11	3.00	W'wei, C'foo, T'tsin	Shuntien	Br.	B. & S.
June 11	noon	Tsingtao and Dairen	Sakaki Maru	Jap.	S.M.R.
June 11	noon	W'wei, C'foo & T'tsin	Koonshing	Br.	J.M. & Co.
June 11	—	Chefoo and Tientsin	Hsinfung	Chi.	C.M.S.N. Co
June 12	—	T'tsin, Dairen, T'tau	Keelung Maru	Jap.	O.S.K.
June 13	D.L.	Newchwang	Wenchow	Br.	B. & S.
June 14	2.30	Tsingtao and Dairen	Kobe Maru	Jap.	S.M.R.
June 15	10.00*	W'wei, C'foo, T'tsin	Fengtien	Br.	B. & S.
June 18	3.00	W'wei, C'foo & T'tsin	Tungchow	Br.	B. & S.

FOR RIVER PORTS

June 9	M.N.	Hankow, etc.	Kiangfoo	Chi.	C.M.S.N. Co.
June 10	M.N.	Hankow, etc.	Kianghsin	Chi.	C.M.S.S. Co
June 10	M.N.	Hankow, etc.	Luenho	Br.	J.M. & Co.
June 10	M.N.	Hankow, etc.	Tachang Maru	Jap.	N.K.K.
June 11	M.N.	Hankow, etc.	Tafoo Maru	Jap.	N.K.K.
June 11	M.N.	Hankow, etc.	Suiwo	Br.	J.M. & Co.
June 11	M.N.	Hankow, etc.	Chungking	Br.	B. & S.
June 12	M.N.	Hankow, etc.	Ngankin	Br.	B. & S.
June 14	M.N.	Hankow, etc.	Tatung	Br.	B. & S.
June 15	M.N.	Hankow, etc.	Wuchang	Br.	B. & S.

*A.M. M.N.—MIDNIGHT. D.L.—DAYLIGHT.

Arrivals

Arrived		From	Ship's Name	Flag	Agents
June 8	—	Ningpo	Kiangteen	Chi.	C.M.S.N. Co.
June 8	—	Chefoo	Koonshing	Br.	J.M. & Co.
June 8	—	Japan	Toko Maru	Jap.	
June 8	—	Hongkong	Sinkiang	Br.	B. & S.
June 8	—	Hankow	Luenho	Br.	J.M. & Co.
June 8	—	Hankow	Tachang Maru	Jap.	N.K.K.
June 8	—	Hankow	Kiangfoo	Chi.	C.M.S.N. Co.

Departures

Date		For	Ship's Name	Flag	Agents
June 8	M.N.	Hankow, etc.	Luenyi	Br.	B. & S.
June 8	M.N.	Hankow, etc.	Siangyang Maru	Jap.	N.K.K.
June 8	10.00*	W'wei, C'foo, T'tsin	Shengking	Br.	B. & S.
June 8	D.L.	Swatow	Taisang	Br.	J.M. & Co.
June 8	3.30	Wenchow	Kwangchi	Chi.	C.M.S.N. Co
June 8	—	Ningpo	Kiangteen	Chi.	C.M.S.N. Co

Vessels Loading

For River Ports

HANKOW and PORTS.—The Str. **Kiangfoo**, Captain J. M. Johnneasen, will leave on **Sunday** night. For Freight or Passage apply to C.M.S.N. Co.

HANKOW & PORTS.—The Co.'s Str. **Tachang Maru**, Captain H. Yamasita, will be despatched from N.K.K. Pootung wharf on **Monday, June 10**, at about 12 o'clock midnight. For Freight and Passage apply to The Nisshin Kisen Kaisha. No. 5 The Bund. Tel. No. 3256.

HANKOW & PORTS.—The Indo-China Steam Navigation Co.'s Str. **Luenho**, tons 2,568 Captain Jackson, will leave on **Monday, June 10**, at about 12 o'clock midnight. For Freight or Passage, apply to Jardine, Matheson & Co., Ltd., General Managers Tel. No 240. Freight Tel. No. 250.

HANKOW and PORTS.—The Str. **Kianghsin**, Captain J. R. Milligan, will leave on **Monday** night. For Freight or Passage apply to C.M.S.N. Co.

HANKOW & PORTS.—The Co.'s Str. **Tafoo Maru**, Captain S. Hosokawa, will be despatched from N.K.K. Pootung wharf on **Tuesday, June 11**, at about 12 o'clock midnight. For Freight and Passage apply to The Nisshin Kisen Kaisha. No. 5 The Bund Tel. No. 3256.

HANKOW & PORTS.—The Indo-China Steam Navigation Co.'s Str. **Suiwo**, tons 2,671 Captain Sellar, will leave on **Tuesday, June 11**, at about 12 o'clock midnight. For Freight or Passage, apply to Jardine, Matheson & Co., Ltd., General Managers Tel. No 240. Freight Tel. No. 250.

HANKOW & PORTS.—The China Navigation Co.'s Steamer **Chungking**, Capt. J. Meathrel, will leave on **Tuesday, June 11**, at about 12 o'clock midnight For Freight or Passage, apply to Butterfield & Swire, Agents. Tel. No. 77.

HANKOW & PORTS.—The China Navigation Co.'s Steamer **Ngankin**, Captain Newcomb, will leave from the French Bund on **Wednesday, June 12**, at about 12 o'clock midnight. For Freight or Passage, apply to Butterfield & Swire, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW & PORTS.—The China Navigation Co.'s Str. **Tatung** Capt. C. C. Williams, will leave from the French Bund on **Friday, June 14**, at about 12 o'clock midnight. For Freight or Passage, apply to Butterfield & Swire, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW & PORTS.—The China Navigation Co.'s Steamer **Wuchang**, Captain Pickard, will leave on **Saturday, June 15**, at about 12 o'clock midnight. For Freight apply to Butterfield & Swire, Agents. Tel. No. 77.

For Southern Ports

FOOCHOW.—The Steamer **Hsinchi**, Captain E. Hansen, will leave on Sunday morning. For Freight Passage apply to C.M.S.N. Co.

NINGPO.—The China Navigation Co.'s Str. **Hsin Peking**, Captain A. Scott, R.N.R. will leave from the French Bund on **Monday, June 10**, at 4.30 p.m. For Freight or Passage, apply to Butterfield & Swire, Agents, French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

SWATOW and HONGKONG.—The China Navigation Co.'s Steamer **Yingchow**, Captain E. B. Simons, will leave from the French Bund on Tuesday, June 11, at 11 a.m. For Freight or Passage, apply to Butterfield & Swire. Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HONGKONG and CANTON.—The China Navigation Co.'s Str. **Sinkiang**, Capt. H. A. Wavell, will leave on **Tuesday, June 11**, at 11 a.m. For Freight or Passage, apply to Butterfield & Swire Agents. Freight Tel. No. 77, Passage Tel. No. 401.

AMOY, HONGKONG & CANTON.—The China Navigation Co.'s Str. **Suiyang**, Captain J. Gibbs, will leave from the French Bund direct for the above ports on **Thursday, June 13**, at daylight. For Freight or Passage apply to Butterfield & Swire, Agents. Freight Tel. No. 77, Passage Tel. No. 401.

TAKAO (FORMOSA) via FOOCHOW and KEELUNG.—The Str. **Kohoku Maru**, Captain J. Kurimura, will be despatched from the Co.'s Yangtszepoo wharf on **June 14**, at ——— The steam-launch conveying passengers on board will leave the jetty in front of the Nisshin Kisen Kaisha at ——— on the same day. For Freight and Passage, please apply to The Osaka Shosen Kaisha, No. 4, The Bund. Te' No. 4234 and 4235.

HONGKONG.—The Str. **Canada Maru**, Capt. Y. Yamamoto, will be despatched from the Co.'s Yangtszepoo wharf on **June 16**, at ——— The steam-launch conveying passengers on board will leave the Custom jetty at ——— on the same day. For Freight and Passage, please apply to The Osaka Shosen Kaisha, No. 4 The Bund. Tel. No. 4234 and 4235.

SWATOW & HONGKONG.—The China Navigation Co.'s Str. **Kaifong** Capt. E. J. Pottinger, will leave from the French Bund on **Sunday, June 16**, at daylight. For Freight Passage, apply to Butterfield and Swire Agents French Bund Freight Tel. No. 77. Passage Tel. No. 401.

HONGKONG & CANTON.—The China Navigation Co.'s Steamer **Sungkiang**, Captain Trowbridge, will leave from the French Bund on **Tuesday, June 18**, at daylight. For Freight or Passage, apply to Butterfield & Swire, Agents French Bund. Freight Tel. No. 77. Passage Tel. No. 401.

For Northern Ports

CHEFOO and TIENTSIN.—The Str. **Hsinfung**, Captain W. S. Ross, will leave on Tuesday morning. For Freight or Passage apply to C.M.S.N. Co.

WEIHAIWEI, CHEFOO & TIENTSIN.—The China Navigation Co.'s Steamer **Shuntien**, Capt. Northcombe, will leave from the French Bund on **Tuesday, June 11**, at 3 p.m. For Freight or Passage, apply to Butterfield & Swire, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

TIENTSIN and DAIREN via TSINGTAO.—The Steamer **Keelung Maru**, Captain S. Imai, will be despatched from the Co.'s Yangtszepoo wharf on **June 12**, at ——— The steam-launch conveying passengers on board will leave the jetty in front of the Nisshin Kisen Kaisha at ——— on the same day. For Freight and Passage, please apply to The Osaka Shosen Kaisha, No. 4, The Bund. Tel. No. 4234 and 4235.

NEWCHWANG.—The China Navigation Co.'s Steamer **Wenchow**, Captain McDowell, will leave on **Thursday, June 13**, at daylight. For Freight or Passage, apply to Butterfield & Swire, Agents. Tel. No. 77.

WEIHAIWEI, CHEFOO & TIENTSIN.—The China Navigation Co.'s Steamer **Fengtien**, Captain Harris, will leave from the French Bund on **Saturday, June 15**, at 10 a.m. For Freight or Passage, apply to Butterfield & Swire, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

WEIHAIWEI, CHEFOO & TIENTSIN.—The China Navigation Co.'s Steamer **Tungchow**, Captain Bennett, will leave from the French Bund on **Tuesday, June 18**, at 3 p.m. For Freight or Passage, apply to Butterfield & Swire, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

For Foreign Ports

TACOMA and SEATTLE CALLING at VANCOUVER via NAGASAKI, KOBE and YOKOHAMA.—The O. S. K. Str. **Arabia Maru**, Captain H. Nagata, will be despatched on **Monday, June 10**. Through Bills of Lading are granted for American ports and overland points connecting with the Chicago, Milwaukee & St. Paul Railway Co., at Seattle and Tacoma. Consular Invoices must accompany overland shipment. The steam-launch Conveying passengers on board will leave the Custom's jetty at ——— on the same day. For Freight or Passage, please apply to The Osaka Shosen Kaisha, No. 4, The Bund. Tel. No. 4234 and 4235.

SAN FRANCISCO via NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU.—The s.s. **Siberia Maru** 18,000 tons, Capt. Y. Maki, will be despatched on **Thursday, June 13**. Tender conveying passengers and mails will leave Customs jetty at 5 p.m. For Passage apply to T.K.K. T. N. Alexander Manager.

TAKOMA & SEATTLE CALLING at VICTORIA B. C. via NAGASAKI KOBE, YOKKAICHI, SHIMIDZU, and YOKOHAMA.—The Osaka Shosen Kaisha's Steamer **Africa Maru**, Captain H. Yamamoto, will be despatched on **June 16**, Through Bills of Lading are granted for American ports and overland points connecting with the Chicago, Milwaukee & St. Paul Railway Co., at Seattle and Tacoma. Consular Invoices must accompany overland shipment. The steam-launch conveying passengers on board will leave the Custom's jetty at ——— on the same day. For Freight or Passage, please apply to The Osaka Shosen Kaisha, No. 4, The Bund. Tel. No. 4234 and 4235.

C. N. C.

CHINA NAVIGATION CO., LTD.

YANGTSZE RIVER & CHINA COAST PORTS.
FAST SCHEDULE SERVICES.

For **CHINKIANG, NANKING, WUHU, KIUKIANG and HANKOW.**—S.S. **Luen Yi, Nganking, Poyang, Tatung, Tungting, Wuchang and Chungking.**—Sailing from the French Bund at midnight. These steamers connect at Hankow with the Company's regular sailings on the Middle Yangtsze and Hunan Lines.

The steamers Wuchang and Chungking are specially fitted to handle heavy lifts, &c. but have no accommodation for Foreign passengers.

Regular sailings every Tuesday, Wednesday, Friday and Saturday and every third Monday and Thursday.

For **WEIHAIWEI, CHEFOO and TIENTSIN (and Peking via Tientsin).**—S.S. **Tungchow, Fengtien, Shuntien and Shengking.**—Sailing from the French Bund.

Regular sailings every Tuesday and Saturday and every alternate Thursday.

For **AMOY, SWATOW, HONGKONG, and CANTON S.S.**—**Suiyang, Sunning, Sinkiang, Yingchow, Sungkiang and Kaifong.**—Sailing from the French Bund. Weekly service every Thursday to Amoy, and every Sunday to Swatow. Connections at Hongkong with services to Philippines and Australian ports will be advised upon application.

Regular sailings every Tuesday, Thursday and Sunday mornings.

For **NINGPO.**—**S.S. Hsin Peking.**—Sailing from the French Bund.

Regular sailings every Monday, Wednesday and Friday at 4.30 p.m.

The above steamers have Electric Light throughout and are fitted with Electric Fans and Steam Heaters in State Rooms and Dining Saloons, and are otherwise completely equipped for the comfort and convenience of Passengers.

For further particulars regarding Sailings, Passage Rates, &c. see "THE TAIKOO SHIPPING GAZETTE" obtainable from the Undersigned, or from The International Sleeping Car and Express Trains Co. (Astor House). or from Messrs. Thomas Cook & Son, Russo-Asiatic Bank Buildings, 15 The Bund.

BUTTERFIELD & SWIRE,
Agents 21-23 French Bund.

Freight: Telephone No. 77.
Passage: Telephone No. 401.

PACIFIC MAIL S.S.CO.

"SUNSHINE BELT"
Trans-Pacific Service
By the New, 14,000 Ton, Oil Burning Steamers
"ECUADOR" "VENEZUELA" "COLOMBIA"
AMERICAN REGISTRY
SAILINGS FROM SHANGHAI (Subject to Change)

For San Francisco via Kobe, Yokohama and Honolulu		For Hongkong via Manila	
S.S. COLOMBIA	June 22	S.S. VENEZUELA	June 29
S.S. VENEZUELA	July 20		

Steamers equipped with most modern improvements for the safety and comfort of passengers. One and two *Bed* staterooms only. No *Upper Berths*. Tickets interchangeable with Canadian Pacific Ocean Services, Ltd., and Toyo Kisen Kaisha.

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By the Modern, Oil Burning Steamers
"COLUSA"..16,000 tons "SANTA CRUZ"..15,000 tons
AMERICAN REGISTRY
SAILINGS FROM MANILA (Subject to Change)

For Colombo via Singapore and Calcutta		For San Francisco via Cebu and Honolulu	
S.S. COLUSA	June 22	S.S. SANTA CRUZ	June 8
S.S. SANTA CRUZ	AUG. 10	S.S. COLUSA	AUG. 7

Safety and comfort of passengers our first consideration. For information re freight or passage apply to
PACIFIC MAIL STEAMSHIP COMPANY
1-B Nanking Road, Palace Hotel Building.
Telephone Central 5056 Cable Address "Solano"

O. S. K.

OSAKA SHOSEN KAISHA
(Osaka Mercantile S. S. Co.)
Under Mail Contract with the Imperial Japanese Government
SAILINGS FROM SHANGHAI
(Subject to Alteration)

EUROPEAN LINE
For Marseilles
"SAIGON MARU"..(3,000 tons) Capt. S. Kondo, End of June

AMERICAN LINE
Via Pacific, calling at Nagasaki, Kobe, Yokkaichi, Yokohama and Victoria or Vancouver, B. C.

For Tacoma and Seattle, Wash.		arr.	leave.
"ARABIA MARU"	(18,000 tons) Capt. H. Nagata,	June 9,	June 10
"AFRICA MARU"	(18,000 tons) Capt. H. Yamamoto,	June 15,	June 16
*"MANILA MARU"	(18,000 tons) Capt. N. Kobayashi,	July 26,	July 27

For Hongkong
"CANADA MARU" (12,000 tons) Capt. Y. Yamamoto, June 15, June 16

CHINA COASTING LINE

For Tsingtau, Tientsin and Dairen		arr.	leave.
"KEELUNG MARU"	(1,569 tons) Capt. S. Imai,	June 10,	June 12

For Foochow, Keelung and Takao
"KOHOKU MARU" (2,610 tons) Capt. J. Kurimura, June 12, June 14

The Company also run numerous steamers from Japan to South America, Australia, India, China, Korea,, Vladivostock and also between the Principal Ports in Japan.

For freight, passage and further information, please apply to:—
H. SHIMAMURA, Manager.
OSAKA SHOSEN KAISHA
Union Building, 4 The Bund.
Tel. Address: SHOSEN, SHANGHAI. Tels. 4234, 4235.

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Cargo delivered at any Address in Shanghai.
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TRANS PACIFIC LINES
QUICKEST TIME ACROSS THE PACIFIC

The Empress Steamers

SAILINGS FROM SHANGHAI

For Vancouver via Nagasaki, Kobe and Yokohama		For Hongkong	
Empress of Japan	July 20	Empress of Japan	July 9
Monteagle*	July 31	Monteagle	July 14
Key West†	Aug. 9		

†(cargo only.)

*Monteagle calls at Moji.

For further information regarding passenger fares, sailings, etc. apply to
G. M. JACKSON
General Agent, Passenger Department, 19-A The Bund, Palace Hotel Building.
Tel. Central 182.

For through bills of lading, quotation of freight rates, etc. apply to
L. E. N. RYAN, Agent,
Corner Peking and Yuen Ming Yuen Roads.
Tel. Central 181.

T.K.K.

SHANGHAI BRANCH OFFCE
TOYO KISEN KAISHA.
(ORIENTAL STEAMSHIP COMPANY.)

Imperial Japanese and U. S. M. Line to San Francisco from Shanghai via Nagasaki, Kobe, Yokohama and Honolulu

SEMI-TROPICAL ROUTE

PROPOSED SAILINGS FROM SHANGHAI

SIBERIA MARU	18,000 tons for San Francisco,	June 13, 1918
TENYO MARU	22,000 tons for San Francisco,	June 25, 1918
SHINYO MARU	22,000 tons for San Francisco,	July 19, 1918

FOR HONGKONG DIRECT

SHINYO MARU	22,000 tons for Hongkong,	June 27, 1918
KOREA MARU	20,000 tons for Hongkong,	
SIBERIA MARU	18,000 tons for Hongkong,	Aug. 10, 1918

All the steamers of this Company are thoroughly modern and up-to-date. Equipped with Wireless Telegraph, Submarine Signals, Laundry, Children's Nursery, Ladies' Lounge, and all other modern improvements for safety and comfort. String Orchestra, Moving Picture Performances, Deck Dances. Service and Cuisine unexcelled.

Lay-Over privileges allowed at all ports of call. Interchangeable with steamers of the Pacific Mail Steamship Company and Canadian Pacific Ocean Services, Ltd.

Railway transportation between Nagasaki, Kobe and Yokohama may be had on application to the purser.

T. N. ALEXANDER, *Manager.*
North China Insurance Co.'s Building
'Phone No. 3229. (Entrance, 71 Szechuen Road.)

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS
S.S. CHINA
(AMERICAN REGISTRY)
WILL SAIL FROM SHANGHAI FOR
SAN FRANCISCO
VIA NAGASAKI, KOBE, YOKOHAMA AND HONOLULU
JUNE 24, SEP. 3

AN UNSURPASSED HIGH-CLASS PASSENGER SERVICE AT INTERMEDIATE RATE
REDUCED RATES TO MISSIONARIES

FOR HONGKONG
JUNE 11, AUG. 22

(On the outward voyage the steamer will come up the river and will be berthed at the Shanghai and Hongkew Wharf Co.'s Hongkew Wharf. Entrance at No. 34 Broadway.)

G. J. PETROCELLI. FRT. AND PASS. AGENT
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'PHONE 4773.

"Sooner or later" is a smooth-sounding phrase, but the man who uses Want Ads knows that it pays to DO IT NOW

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NIPPON YUSEN KAISHA

(Japan Mail Steamship Co.)

Under Mail Contract with the Imperial Japanese Government

SAILINGS FROM SHANGHAI

(Subject to alteration)

EUROPEAN LINE

For London or Liverpool via ports.

(For Liverpool.)

	Tons		
HIRANO MARU	16,000	———	
YOKOHAMA MARU	12,500	———	

AMERICAN LINE

Via Pacific, calling at Hongkong, Manila, Shanghai, Nagasaki, Kobe, Yokohama, Victoria, B.C., and Seattle, Wash.

FUSHIMI MARU	21,000	Capt. N. Teranaka,	June 16
KASHIMA MARU	19,000	Capt. I. Tozawa,	June 30

SHANGHAI-YOKOHAMA LINE (Via Nagasaki, Moji and Kobe.)

YAMASHIRO MARU	7,000	Capt. Y. Nakajima,	June 14
CHIKUGO MARU	6,000	Capt. K. Seida,	June 18
TATEGAMI MARU	4,500	Capt. N. Tsuruhashi,	June 25

SHANGHAI, MOJI, KOBE AND OSAKA LINE

OMI MARU	7,000	Capt. M. Machida,	June 15
CHIKUZEN MARU	5,500	Capt. N. Nojiri,	June 19
TAKESHIMA MARU	4,500	Capt. A. Nakamata,	June 22

FOR JAPAN

MISHIMA MARU	16,000	Capt. S. Murasimi,	June 26

KOBE TO SEATTLE

ATSUTA MARU		Capt. K. Inatsu,	July 12

FOR HONGKONG

KATORI MARU	19,000	———	July 3
KASHIMA MARU	19,000	———	Sept. 3

FOR MANILA AND HONGKONG

SUWA MARU	21,000	———	July 23
FUSHIMI MARU	21,000	———	Aug. 19

AUSTRALIAN LINE

Regular Four-Weekly Service between Japan ports and Australia (calling at Hongkong and Manila.)

TANGO MARU	14,000	———	June 19
NIKKO MARU	10,000	———	July 17
AKI MARU	12,500	———	Aug. 21

CALCUTTA LINE

Regular Fortnightly Service between Yokohama and Calcutta (calling at Shanghai on homeward voyage.)

BOMBAY LINE

Regular Fortnightly Service between Kobe and Bombay (calling at Shanghai on homeward voyage.)

The Company also runs numerous steamers from Japan to China and Korean ports and Vladivostock, and also between the principal ports in Japan.

For freight, passage and further information, apply to

T. IBUKIYAMA, Manager, Nippon Yusen Kaisha.

Tel. Address: Yusen, Shanghai.

CHINESE GOVERNMENT RAILWAYS

TIENTSIN-PUKOW LINE

TIME TABLE

(Published by order of the Administration)

0⁰⁰ – Midnight, 13³⁰ – 1³⁰ p.m.

July 1st, 1917, and until further notice

Mail 101 B. s.	Mail 3. B. s.	Loco 1. B. S.	Miles	Peking-Mukden Line	Loco 2. S. S.	Mail 4. B.	Mail 102. B. s.
2035	836	300	0	dep. Peking arr.	2230	1940	1080
2345	1113	636	. .	arr. Tientsin-Central dep.	1935	1700	720
2350	1117	640	84	dep. Tientsin-Central arr.	1930	1655	710
000	1135	650	. .	arr. Tientsin-East dep.	1920	1645	700
1210	500	2340	524	arr. Mukden dep.	2301	. .	1040

Local 5.	Mail 3. B. s.			Tientsin-Pukow Line		Mail 4. B. s.	Local 6.
715	1130	—	0	dep. Tientsin-East arr.	—	1705	1613
725	1140	—	2.71	arr. Tientsin-Central dep.	—	1655	1602
745	1200	—		dep. Tientsin-Central arr.	—	1631	1547
1130	1540	—	78	dep. Tsangchow dep.	—	1332	1221
1457	1745	—	148	dep. Techow dep.	—	1048	928
1651	2021	—	—	arr. Tsinanfu dep.	—	806	640
7.	:	—	220	:	—	:	8.
809	2031	—	—	dep. Tsinanfu arr.	—	756	1812
1059	2231	—	265	dep. Tsianfu dep.	—	601	1542
1320	638	—	318	arr. Yanchowfu dep.	—	349	1311
1315	642	—		dep. Yanchowfu arr.	—	339	1256
1542	318	—	377	dep. Liucheng dep.	—	130	1032
1816	440	—	—	arr. Hsuchowfu dep.	—	2334	810
9.	:	—	420	:	—	:	10.
000	447	—	—	dep. Hsuchowfu arr.	—	2329	2007
1118	858	—		arr. Pengpu dep.	—	1953	1448
1240	840	—	523	dep. Pengpu arr.	—	1946	1432
1637	1116	—	600	dep. Chuchow dep.	—	1648	923
1840	1300	—	631	arr. Pukow dep.	—	1530	738

Express 15. B. S.	Express 16. B. s.			Shanghai-Nanking Line		Express 1. B.	Express 15. B. S.
. .	1455	:	0	dep. Nanking-Ferry arr.	:	1430	. .
2200	1650	:	. .	dep. Nanking arr.	:	1435	000
700	2150	:	198	arr. Shanghai-North dep.	:	705	2250

Tsaochowfu-Tsaingshow Branch Line					Liucheng-Tsaochwang Branch Line				
000	1300	2130	d. Tsaochowfu a.	630	540	1220	2000	540	1115	1800	d. Liucheng a.	810	1410	2100
1000	1440	2230	a. Tsaingshow d.	530	1135	1840	600	1215	1900	a. Tsaochwang d.	705	1305	1955

The station for the foreign concessions in Tientsin is "TIENTSIN-EAST"

Conventional Signs.

000 — train runs on Thursday only. 2³⁰ — train runs on Fridays only.

3⁰⁰ — on trains marked thus passengers must hold additional place tickets.

B — train has buffet car with regular meal service

S — train has sleep. accomm. 1st & 2nd class. s — train has only 1st class sleep. accomm.

Application for sleeping accommodation at $5.00 per berth should, at the earliest possible moment, be made to the Traffic Manager at Tientsin, or to the Traffic-Inspectors at Tientsin, Tsinanfu, Hsuchowfu or Pukow.

By Order.

THE TRAFFIC MANAGER.

Tientsin, July 1917.

Large Display Advertisements intended for the Sunday issue of The China Press should be sent in before **5 p.m. on Friday.**

Smiles from the Mixed Court

It was about 10 o'clock, p.m., the hour when half the populace is in bed and the other half is beginning to wonder where will they go from there, and there is not much of anything doing about town. Down on Nanking Road the motor cars had become infrequent and the shop lights were beginning to sneak out for the night. Observing these signs of beatific uneventfulness, the watchman on the top floor of Sincere's rendered a couple of preliminary yawns and composed himself for a little pious meditation before the roosters should begin to butt in. He had scarcely had time to stretch out when a noise like somebody pulling down a shelf of plate glass shot suddenly athwart his contemplations. Speeding toward the source of sound the watchmen saw a dim and agile shadow hurdle a ribbon counter and plunge down the aisle. He gave chase.

The watchman of the third floor heard the galloping and came up to see what was going on. The chase circled about among the counters with Watchman No. 1 gaining at every turn. He reached forward and clutched wildly at the speeding phantom, getting a grip of a loose quarter of its trousers. Watchman No. 1 dug in his heels and leaned back. There was a rending of cloth and the phantom still sped down the dusky aisle, trouserless but going strong. Watchman No. 2 took a short cut and met the fugitive coming round a corner. He also clutched wildly and grasped a fluttering garment. And still the speeding figure sped, leaving the remainder of its raiment, barring shoes, in the fist of its pursuer while the gathering gloom, and nothing else, wrapped itself about the intruder. Both watchmen's ire was up by this time, not to mention the shock to their modesty, and they strategically herded their prey into a corner and executed an enveloping movement. They led him to the police station and a scandalised and blushing sergeant assigned him to a cell.

Doo Kwei-ziu, sewn back into his shirt and trousers, told the Mixed Court that he was 17 years old and had just come into Shanghai from the country to see the sights. He had not gone into the store to steal anything. He only wanted to see what the inside of a big building was like and he was still looking about when the store closed. Doo was still looking scared and humiliated and the Court gave order that he be sent back to his parents in the country and it is a safe bet that if he visits Shanghai again he will come wearing a more substantial costume.

Pedestriating Under Difficulties

"Yis, your Honor," siz the Cay Pay Cay to the Assissor (though its doubtful if he used that accent), "he waz walking in a very suspicious manner, something after the fashion of a hardware shop, as ye might say. And so I arristed him."

"And what did you find?" queried the Court.

"He had three rolls of zinc concealed in his trousers," said the C. P. C.

"Where did you get it?" asked the Court of the prisoner, one Waung Nyen-laung.

"I stole it," said Waung.

"One month," said the Judge. "Next case."

The Spring Fever Germ

The police ordered Lien Ving-foo to take them to the place where he had obtained the collection of household furnishings with which he was noticed on Sinza Road at an early hour in the morning. They intimated that he would not be able to prove that he had not stolen them. But Lien was tired. The place was too far away, out in the country, he said, and he confessed to the theft.

KARS, IN THE CAUCASUS, RETAKEN BY RUSSIANS

(Reuter's Agency War Service)

London, June 7.—The Russians have recaptured Kars from the Germans and Turks in the Caucasus.

Petrograd, May 31.—The Pravda states that the Germans have seized and fortified some of the forts at Cronstadt.

JAPAN'S TIME TO ACT, SAYS FRENCH DEPUTY

Can Make Biggest Contribution To Allies Now, He Believes

(Reuter's Agency War Service)

Paris, June 7.—M. Ernest Outrey, the French Deputy from Cochin-China, who has just returned to France after accomplishing a voyage to the Far East, publishes in L'Echo de Paris an article entitled "Japan's Hour."

After recalling that Japan since the beginning of the war has lent considerable material help to the Entente and given proof in this respect of her undoubtable good will, M. Outry adds, "Could she really do more for the Allies and bring more effective help than by her intervention in Siberia, where the aspirations of the whole of Russia which remains faithful to the Entente call her?"

He concludes: "Japan's hour has come. One must not, indeed, give time for the ambitions of Germany to develop in the Far East."

Don't Hope Too Much, German Press Warns

People Are Cautioned Not To Overestimate Results Of Present Battle

(American Wireless To Reuters)

Washington, June 7, via Cavite and Koukaza.—A Berlin newspaper warns the people against hopefulness as a result of the present battle.

HEAVY AERIAL ATTACK MADE ON ZEEBRUGGE

Powder Magazine Reported To Be Blown Up By Allied Bombs

(Reuter's Agency War Service)

Amsterdam, May 31.—The Telegraf's correspondents at Flushing and on the frontier report that a long and heavy aerial attack was made on Zeebrugge on the night of 30th-31st. A great explosion was heard at one o'clock in the morning which was attributed to the blowing up of a powder magazine. The entire surroundings quivered, the sky was brilliantly lit up and flames reaching to a great height were observed.

Similar occurrences were observed from Ramsgate Cliffs.

AMERICAN SEA TRAFFIC UNAFFECTED BY RAIDS

Ships Continue Leaving And Arriving Despite U-Boats Off Coast

(American Wireless To Reuters)

New York, June 7, via Cavite and Koukaza.—All Atlantic ports report that shipping arriving from and leaving for overseas has not been interrupted by German submarine raiders.

One additional steamer, British, was sunk. The crew was rescued.

An arriving American ship has reported fighting a submarine, which is believed to have been hit.

MARTIN'S APIOL & STEEL PILLS

A French Remedy for all Irregularities. Thousands of Ladies keep a box of Martin's Pills in the house, so that on the first sign of any irregularity of the System a timely dose may be administered. Those who use them recommend them, hence their enormous sale. At all Chemists and Stores, or post free 5/- from MARTIN, Chemist, SOUTHAMPTON ENG.

The Shanghai Chemical Laboratory

No. 4 Canton Road

NOTICE

The Management of The Shanghai Hotels, Ltd., announce that they will discontinue their Tea Dansants in their ball room at The Astor House Hotel as from Saturday, June 15th, for the Summer months, and begin their usual concerts and dancing in The Palm Garden, each week night, except Tuesdays and Fridays, on which nights they will hold Classical Concerts on The Palace Hotel Roof Garden. Music Astor House Hotel Orchestra.

This Is To Notify The Public

that we have removed to 20 Nanking Road

(First Floor)

where we are showing a fine line of Handmade Laces, Embroideries, etc., and which we are offering at very low prices to both wholesale and retail trade.

THE LACE BAZAAR COMPANY

18246

The Sparklis Aerated Water Factory, Ltd.

Factory:—No. 76 North Szechuen Road.

We manufacture the following varieties of Aerated waters:—

American Ice Cream Soda, Pineappleade, Lemonade, Orangeade, Raspberryade, Gingerale, Sarsaparilla, Cream Lemon, Lime Juice and Soda

PRICE.....$0.75 per dozen and $0.50 per dozen for Soda water

to which should be added $0.72 for the cost of the bottles which will be refunded on return of the empties.

The Water used in the Manufacture of our Aerated Waters is sterilised by the latest process "THE ULTRA VIOLET RAYS" which renders it absolutely GERM-FREE.

Order books, etc. on application

THE EASTERN SYNDICATE, General Managers.

Phone Central 3255. 128a Szechuen Road.

17882

A EUROPEAN CUTTER

is now employed by

Henry the Tailor

M. COOPER, formerly with J. Samuelson and Sons, London, is now supervising all our cutting

We offer you his expert services.

Your patronage is solicited

Refracting and Manufacturing

Dr. John Goddard Optician

Toric Lenses

Invisible Bifocals

Sun Glasses in Various Shades

W. T. Findley, M.D.

36 Nanking Road, Tel. 1928

SPALDING'S GOLD MEDAL TENNIS RACKETS

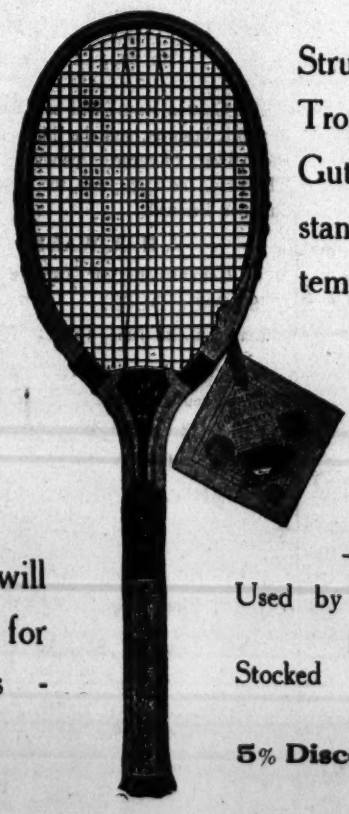
British Made

Most reliable Racket made

A new delivery of these popular rackets just to - - hand - -

A Racket that will do you service for - several seasons -

$19.50



Strung with a new Tropical Black Gut; will withstand extreme temperature and will last longer than any other Racket - produced -

Used by all the leading players

Stocked in all weights

5% Discount for Cash

WEEKS & CO., LTD.

Shanghai & Hankow

Business and Official Notices

Conseil d'Administration Municipale de la Concession Francaise de Changhai

EMPRUNT MUNICIPAL DE 1914 (Obligations à 5½%)

Aucune opération de transfert ne sera enregistrée du 17 au 30 Juin inclus.

Par ordre,
Le Secrétaire du Conseil,
G. LAFERRIERE.

French Municipal Council

MUNICIPAL LOAN OF 1914
(5½% Debentures)

Transfer books for the above loan will be closed from 17th to 30th June, both days inclusive.

By order,
G. LAFERRIERE,
Secretary.

18335

Conseil d'Administration Municipale de la Concession Francaise de Changhai

EMPRUNT MUNICIPAL DE 1916 (Obligations à 5½%)

Aucune opération de transfert ne sera enregistrée du 17 au 30 Juin inclus.

Par ordre,
Le Secrétaire du Conseil,
G. LAFERRIERE.

French Municipal Council

MUNICIPAL LOAN OF 1916
(5½% Debentures)

Transfer books for the above loan will be closed from 17th to 30th June, both days inclusive.

By order,
G. LAFERRIERE,
Secretary.

18335

Shanghai-Hangchow-Ningpo Railway

Tenders are invited for the supply of 89,200 Track Sleepers and 1,940 Crossing Sleepers.

Copies of tender forms may be obtained, on application in writing, from the Chief Storekeeper, Shanghai North.

18317

BUTTER!
BUTTER!!
BUTTER!!!

Fresh Butter in one-lb. pats.

"DAISY" BRAND
and
"MEADOW" BRAND

may be obtained from all leading Storekeepers in Shanghai and the principal Outports. Shipped to Outports packed in pure machine made ice.

Tinned Butter in 2 lb. (nom) tins
Finest Australian

"BULLFINCH" BRAND
and
"RED FEATHER" BRAND

Imported by

GEDDES & CO., LTD.

Tel. 346. 5 Peking Road.

Business and Official Notices are Continued on Page 17

Whangpoo Conservancy Board

Notification No. 78.

TENDERS FOR COAL.

Tenders are hereby invited for the supply, for dredgers and launches, of about Six hundred tons of Lump Coal per month for six months from 1st July to 31st December, 1918, to be delivered ex. godown.

Tenders marked "Coal" and addressed to the "Whangpoo Conservancy Board, 6 Kiukiang Road, Shanghai," must be sent in so as to be in the Board's hands on or before noon, June 19th, 1918. Tenderers are required to deliver before the same day one ton of coal as sample at the Conservancy Woosung Yard at Chang Wah Pang, for which the Board will pay actual cost.

The Board do not bind themselves to accept the lowest or any tender.

WHANGPOO CONSERVANCY BOARD.

Shanghai, 8th June, 1918.

18322

THE Annual General Meeting of the Shanghai Amateur Swimming Association will be held at the Rowing Club on Monday, June 17, 1918, at 5.15 p.m.

WILFRED F. HAMLIN,
Hon. Secretary.

18321

CHINESE POST OFFICE

Notification No. 350.

Mails for Russia.

Notice is hereby given that, owing to the temporary interruption of communications west of Habarovsk, mails for Russia will not be forwarded via Harbin until further notice.

W. W. RITCHIE,
Postal Commissioner.

Chinese Post Office,
Shanghai, 6th June, 1918.

18327

Customs Notification

No. 894.

The Custom House will be closed to public business, and the shipment and delivery of cargo suspended, on Thursday, the 13th June, the Mid-Summer Festival.

R. H. R. WADE,
Commissioner of Customs.

CUSTOM HOUSE,
Shanghai, 8th June, 1918.

18334

Only the soul that lifts itself out of the rut can soar.

EXPERTS IN SKINS AND BRISTLES.

TERMS—Cash in advance.

You pay for samples and telegrams.

We quote cif Shanghai prices.

WIDLER & CO.

Chungking, West China.

Born 1915—Still Existing.

—BILL SMITH—

says:

A tiny hole in a barrel of liquid will in time, if allowed to go on unchecked, ultimately result in the loss of all the contents.

Old Kentucky Rye.
Elephant Head Brand

ASK BILL!

Garner, Quelch & Co.
Sole Agents

Yut Sae Chang & Co.

Wholesale Hardware Merchants, Building Contractors—Engineers' Supplies.

A1284 BROADWAY, SHANGHAI.

Alcohol Fans, Spring Hinges and Green Wire Cloth.

17997

Shanghai Foreign Exchange Bankers' Association

The Exchange Banks which are members of the above Association will be closed for the transaction of Public Business on Thursday, the 13th June, on account of Chinese Dragon Boat Festival.

18320

Whangpoo Conservancy Board

Notification No. 77.

A position is vacant in the Board's service as Engineer of the Board's floating pumping plant "Hai Ching" and, alternatively, as Overseer of a Repair- and Work-Shop.

Applicants, holding certificates as mechanical or marine engineers, are requested to hand in personally their written applications with copies of testimonials before noon, June 12th, to the Engineering Department, 6 Kiukiang Road.

Shanghai, 6th June, 1918.

H. VON HEIDENSTAM,
Engineer-in-Chief.

18294 J.9.

Shanghai General Hospital

North Soochow Road.

The Governors give notice that the following increased rates will be charged to first and second class Patients on and after Saturday, 15th June, 1918.

First class ....Taels 8 per day.
Second class ... „ 4 per day.

The rate for Third class patients will remain as before at Two Dollars per day.

The above rates include ordinary medicines, also Medical attendance for Second and Third class Patients.

First class Patients will be required to provide the cost of their Medical attendant in addition to the above rate.

These increases in the Hospital rates have been rendered necessary by the greatly enhanced cost of food, drugs, coal, gas and electricity.

By order of the Board of Governors,

A. H. MANCELL,
Secretary and Treasurer.

18260

LAST WEEK

of HILL'S FINAL CLOSING-UP SALE

Special bargains offered in

Gent's Underwear, Ladies' Summer Underclothing, Canvas Footwear, Bed and Table Linen, Silk and Lisle Hosiery, Embroidered and Plain Voiles and Muslins.

WE CLOSE OUR BUSINESS AT SHANGHAI

On Saturday, June 15th

H. G. HILL & CO., 119 Szechuen Road

W. Z. ZEE & SONS

(ZUNG LEE & SONS, ESTABLISHED 1895)

A1229 BROADWAY & 617 TIENDONG ROAD, SHANGHAI

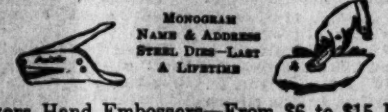
Stocks of

Metals, Hardware and Sundries.

Contractors to

GOVERNMENTS, MUNICIPALITIES, RAILWAYS, TRAMWAYS, ETC.

EMBOSS YOUR OWN STATIONERY



Roovers Hand Embossers—From $6 to $15 Mex.

THE OFFICE APPLIANCE CO.

4 CANTON ROAD, SHANGHAI.

STEWART

V-Ray SPARK PLUG

Gives more economy, efficiency and flexibility to the motor.

Has 4 sparking points instead of only one or two.

Insures a hot, continuous spark—never fails in service.

Absolutely gas-tight.
Practically free from breakage.

Lasts four times longer than any other spark plug.

Made to fit any type of motor.

The Shanghai Horse Bazaar & Motor Co., Ltd.

MASON & CO.

CONFECTIONERS

No. 90 BUBBLING WELL ROAD. (OPPOSITE RACE COURSE)

Fancy Cakes and Candies of French Style in All Descriptions

Telephone Central 3829

TONNAGE FOR PORT SAID

"ESAN MARU" or "CANTON MARU"

sailing hence in July or August.

For particulars please apply to:—

THE NIPPON YUSEN KAISHA

Acting as Agents

Tel. N. 167 Export Dept. Shanghai

TONNAGE FOR MARSEILLES

"FUKURA MARU"

in July or August.

For particulars please apply to:—

THE NIPPON YUSEN KAISHA

Acting as Agents

Tel. N. 167 Export Dept. Shanghai

18314

Elizabeth Lloyd, fully qualified in obstetrics, having had 12 years' experience in London and Liverpool Hospitals, is prepared to take cases.

Phone C. 4718
Hours 10-12; 2-4.
P372 Nanking Road.

OFFICES, ETC., TO LET

IN CENTRAL DISTRICT, on Nanking Road, from Sept. 1st very desirable offices. Apply to China Realty Co., Ltd.

18316

FOR RENT: Office flat, No. 1 Hongkong Road, eight rooms, separate entrance, well lighted, facing North. Immediate occupancy. Apply to Andersen, Meyer and Co., Ltd., Manufacturing Dept., No. 7 Yuen-ming-yuen Road.

18229

Amusement Advertising will be found on Page 17

MISCELLANEOUS

COAL, steam-house-kitchen. The China Agents Company, now contract for your present and future requirements. Phone 3022 or write 8 Nanking Road, T. M. Yates, Manager.

18323 J.9.

BUSINESSMAN leaving China for good and being on the point to return to Europe via America is prepared to give close attention to any matter recommended to him by responsible merchants. Strictly confidential and references furnished. Apply to Box 409, THE CHINA PRESS.

18319 J.15.

WANTED: Temporary loan for a day or two of a copy of Lecky's work "A History of European Morals from the Time of Augustus to Charlemagne" for the purpose of reference to a certain passage with a view to deciding a bet, the proceeds of which will be devoted to Allied War Charities. Apply to Box 403, THE CHINA PRESS.

J.9.

Classified Advertisements

2 cents a Word (Minimum Charge 40 cents)

All Advertisements must be Prepaid

Replies must be called for

APARTMENTS

WINDSOR HOUSE

14-15 Quinsan Gardens

Comfortable rooms front and back, (with bathrooms and verandah), to let. Good table.

Telephone North 483.

No. 8 Quinsan Gardens

Tel. N. 1946

Well-furnished rooms with board. Excellent accommodation for table boarders.

TO LET. Large furnished attic-room separate bathroom and verandah facing south. Range Road. Apply to Box 412, THE CHINA PRESS.

18336 J.11.

CENTRAL: To let large cheerful room with board, suitable for two bachelor friends or married couple. Also small room, bathroom attached. Apply Mrs. Benn, 9 Hankow Road, top floor.

18326 J.30.

TO LET: Western district in American family, two nice furnished rooms with board, immediate occupation. Apply to Box 411, THE CHINA PRESS.

18328 J.12.

TO LET Central, with excellent attendance and good board a well furnished bed-room, bath-room attached. Suitable for married couple or bachelor, Telephone and lift, also an airy cool large attic bedroom, well furnished, facing south. Apply 103 Szechuen Road, Third floor.

18290

TO LET, one large unfurnished room, with or without board. Range Road. Apply to Box 383, THE CHINA PRESS.

18268

TO LET, large room with board, in a private family, also small room. Apply 9 Albury Lane.

18297 J.9.

TO LET: One room, furnished or unfurnished. North Szechuen Road. Apply to Box 392, THE CHINA PRESS.

18282 J.56789

SITUATION VACANT

AMERICAN PRESBYTERIAN MISSION, Temple Hill English School, Chefoo, desires to engage capable teacher of English, preferably a man trained in Bookkeeping and Mathematics. References desired.

18193

APARTMENTS WANTED

BOARD desired with British or American family, by young Japanese graduate. Good references, English and Japanese. Apply to Box 401, THE CHINA PRESS.

18298 J.9.

HOUSES TO LET

TO LET, from July 1st, 2 detached residences, 7 rooms each. Inspection afternoons, 20 Yates Road. Tls. 140; 486 Eugene Bard, Tls. 110. J. T. Hammond, 38 Nanking Road.

18244

IN WESTERN DISTRICT, furnished house, 5 rooms, 2 baths, for six months. Immediate occupation. Rent Tls. 80.00 per month. Apply China Realty Co., Ltd.

18316

TO LET: No. 6 Wayside Road, corner residence of five good rooms, near Wayside trams. Rent Tls. 60. Apply premises for inspection; further particulars Hammond, No. 38 Nanking Road.

18228

TO LET, 484 Rue Eugene Bard, at Dubail tram. Excellent 6 roomed semi-detached residence. Rent Tls. 70. Apply premises or Hammond, 38 Nanking Road.

18227

SITUATIONS WANTED

OUTPORT, foreigner, wants position in plantation field; experienced in all kinds of plantation work. Salary moderate. Apply to Box 400, THE CHINA PRESS.

18296

WANTED position as office assistant by experienced young man with good references. No objection to outport. Apply to Box 404, THE CHINA PRESS.

18305 J.11.

AMERICAN, university graduate, with general office and clerical experience, one year in Shanghai, wants permanent position. Good local and American references. Apply to "American," THE CHINA PRESS.

18307 J.9.

BRITISHER, married, considerable experience in China and at present employed, desires berth in shipping office or work connected with marine matters, with a view to bettering position. Apply to Box 375, THE CHINA PRESS.

18252 J.15

TRANSLATIONS

TRANSLATOR, who has considerable experience in legal, consulate, syndicate, journalistic, commercial and official translater work, undertakes translation in English and Chinese of agreements, petitions, letters, legal documents advertisements, and commercial documents, etc. Please apply to Chang Nieh-yun, c/o 1 Museum Road, or P.D., 159 Haining Road, opposite West End Lane.

Exchange and Mart

MOSQUITO SCREENS: You should get yours done this year early to keep out insects carrying you disease. V. K. Shen & Son are specialists. Call at 9 Bubbling Well Road or 'phone Central 1710.

18324 J.11.

OVERLAND CAR for sale; two seater with dickey, in use a few months only, and in first-class condition, does twenty miles to the gallon; any reasonable trial; Tls. 1,200 or near cash offer. Owner going away. Apply to Box 410, THE CHINA PRESS.

18325 J.11.

FOR SALE: 4-seater improved Ford touring car: streamline body: converted bonnet: speedometer: electric self-starter: electric lighting: oversize Dunlop tyres, recently fitted: spare tyres: 4 sets summer covers: car completely overhauled month ago and painted chocolate color, lined white: first class condition: have bought larger car. Apply Liddell, Municipal Secretariat.

18315 J.14.

FOR SALE. One New Windsor Fireless Cooker, at cost, $35.00. Please apply to Box No. 408, THE CHINA PRESS.

18318 J.9.

WANTED to buy, a Savage or Browning in good condition, with cartridges. Apply to Box 405, THE CHINA PRESS.

18306 J.11.

FOR SALE: Dodge touring car, in excellent condition, only in use a few months. Equipped fully with electric system and extra tires. Accident and Fire Insurance Policy included. Price reasonable. Trial by appointment. Owner leaving Shanghai. Apply to Box 406, THE CHINA PRESS.

18312 J.9.

WANTED small garden roller. Apply to Box 407, THE CHINA PRESS.

18313 J.9.

FOR SALE on Yu Yuen Road, nicely located lot on North side of road, having frontage of about 150', Contains 8 mow. For particulars apply to Box No. 398, THE CHINA PRESS.

18291 J.12.

FOR SALE: Sailing yacht in good condition, large cabin. Apply to Box 378, THE CHINA PRESS.

18259 J.9.

Rapid Fire War Romance of the Fashionable and Wealthy Mrs. Minturn

How Gallant Colonel Van Rensselaer King Met Her Seeking in Service Her Lost Happiness, Wooed Her in Two Hours Won Her in Two and a Half and Married Her in Forty-eight

Mrs. Van Rensselaer King, (Formerly Mrs. Sarah Jewett Minturn) Heroine of the Quickest War Wooing—and, at the Left, Her Equally Beautiful Sister, Mrs. Lydig Hoyt.

"AND so they were married" has become a stock phrase over in Paris, where so many of our young women are marrying American officers. Hasty courtships and even more hasty weddings have become a habit with the fashionable American girls who are doing canteen work and nursing somewhere in France. The quickest romance, however, and the one that Paris still gossips about, was the so-called two-hour wooing of beautiful Mrs. Sarah Jewett Minturn, wealthy, and one of the members of the most exclusive circle of New York fashionable society, and Colonel Van Rensselaer King, U. S. R., an affair that was quite staggering in its swiftness.

The two interesting principals met in a base hospital northwest of Paris at the beginning of the present German offensive. Mrs. Minturn, wearing the uniform of a Red Cross aid, was taking most excellent care of a wounded American soldier when Colonel King arrived to look up this very man.

Mrs. Minturn has long been noted as one of the most striking beauties in New York society. When she came out about ten years ago she was easily the handsomest debutante of the season. She is Oriental in type, with black hair and eyebrows, warm brown eyes and a lovely olive complexion. As she stood by the narrow hospital cot, playing the part of an angel of mercy to the battered up soldier, she look almost too sensationally beautiful to be true.

The American Colonel, himself good looking in his olive drab uniform, was hopelessly wounded at first sight. The fact that he had been the most rabid woman hater in New York Society only aggravated his condition. But a man who has lived so close to danger as the Colonel has during his months in France was not to be downed at once, and he tried to put up a mild sort of fight.

Mrs. Minturn, although used to admiration and attention at home, was supremely unconscious of the Colonel's state of mind and heart. You see, she had been nursing soldiers so horribly wounded, physically, that she had forgotten the symptoms of certain heart attacks. The Colonel's flushed face and nervousness she put down to anxiety for her patient. "He is very much better," she explained. "We think he will sit up to-morrow." The Colonel made an attempt to control his heart, which was jumping about in the most alarming manner. He frowned fortuitously. "Thank you. Please see that he has every care possible. I shan't be in again. Er—er—my name is King; do you by any chance know of my people in New York? I have a sister Jeanne over there. My father was David, and I am Van Rensselaer King."

Mrs. Minturn's smile is something very wondrous. It is said in Paris that she cures more men with her smile than the doctors do with their treatment.

She smiled; she looked at him with warm brown eyes. "I know your sister. I was Sarah Robbins; my father is Julian Robins, of New York; I am now Mrs. Minturn."

The Colonel clicked his heels, or whatever a Colonel does do when in great danger, and looked at his wrist watch. "It's now 4 o'clock. When do you go off duty?"

The lady sighed. "Oh, dear, I have to go now. I have two hours free time, but you can stay longer with your friend." Here she glanced at her patient, who was sleeping or pretending to. "You can sit here and smooth his forehead if you would like to."

The Colonel trembled some more. "Oh, he's all right. I can see there is very little the matter with him, so I'll trot along with you, if I may?"

Of course Mrs. Minturn, whose family and wealth placed her in New York's ultra exclusive society, would trot along with the Colonel, even though their introductions had been so informal. Did she not know his prteey sister, and were not their parents very good friends in the past?

As they walked out of the hospital, leaving the human wrecks behind them and walking, though they knew it not, straight toward Paris and matrimony, the Colonel towered above the nurse, even though she is one of the tall girls of society.

And as they walked the lady recalled the story of the Colonel; how, although now somewhat over forty years of age, he had been a gay young collegian twenty years ago, terribly in love with a charming young heiress from the West. They were engaged and were to be married immediately following his graduation. The girl went back to California and, while waiting for her Harvard lover, met a fascinating French nobleman and married him. The Colonel, who was no Colonel then, became a woman hater, and after his graduation went to North Carolina and buried himself on a plantation, where he actually made a pile of money. When war broke out, he was among the first to offer his services to his country.

By this time the Colonel and the nurse were well away from the hospital, and it was just half past four, thirty minutes since their meeting by the narrow white cot. The Colonel in the meantime had also been thinking.

"By Jove, this must be the little Robbins girl, who had been so tremendously popular the year she came out—Julian Robbins's oldest girl—who married John Minturn that same year, got a divorce a short time after and spent her days in good works ever since, getting the vote for the women, doing war work at home and that sort of thing. And now she was over here endangering her life to care for the wounded soldiers." The Colonel fairly shuddered in his walk, so overwrought was his condition by this time.

They stopped before the nurses' home, where the American unit was established. The lady smiled again. Would the Colonel like a cup of tea, without sugar or cream, of course, but there was some condensed milk, she believed. The Colonel most certainly would like some tea; indeed, he needed it; he felt all shot to pieces. From that moment it was all over but the announcements.

The Colonel found that Mrs. Minturn, with all her lovely charm and social position and wealth, had worked "like a dog" at Roosevelt Hospital in New York to prepare herself as a nurse or nursing aid. She had been given three months of intensive training in the men's surgical ward, where she had scrubbed the backs of colored stevedores and helped change the bandages on cut up Italians and Greeks.

Her course ended, Mrs. Minturn had been one of the few aides selected to go to France.

And what about that divorce? What did the Colonel recall that made him look so grim? John Minturn, or "Jack," as every one called him, was a rather well-known clubman when he fell desperately in love with "Sally" Robbins during her first season. As has already been mentioned Miss Sarah was a great belle and a beauty. The only girl, by the way, who has equalled her was her own sister Julia, who came out a few years later and who is now Mrs. Lydig Hoyt.

When Jack Minturn captured Miss Robbins all his world wondered how such a match would turn out. Well, it turned out rather badly, even for such an unequal marriage. When a debutante marries a man known as a "clubman" the odds are even that things will go wrong.

Freed from her husband, and with a large income at her command, Mrs. Minturn went in heavily for suffrage, and while that kept her mind and body occupied it did not satisfy her heart. When the United States declared war, however, she found her work, and the result was her departure for France early in the Winter. The months between her arrival at the base hospital and her meeting with Colonel King have been filled with the most heartrending labor.

At 6 o'clock or thereabouts, according to the Colonel's wristwatch, he was on his way back to the hospital with the future Mrs. King. Yes, as may be seen from immediate future events, she was to become the future Mrs. King. At 6:30 the Colonel left the hospital to return to Paris, where his job in the Railroad Section of the American Ordnance Division awaited him. Forty-eight hours later they were married.

The day the Colonel announced his engagement, his pretty sister, Jeanne, announced her engagement to Lieutenant Charles de Rham, Jr., of Camp Upton, and they, too, were married a few days later.

And now comes what may be a tragic chapter in our hero's love romance. The United States Government has begun to look askance at the presence in Europe of the wives of officers. Worse than this, there are rumors that the nurses and others who have married soldiers over there, just as Mrs. Minturn has done, will be sent back home willy-nilly.

The New Garden Dresses — By Lady Duff-Gordon

The Proper New Modes for Summer War Time Benefits

("Lucile" Models)

The Availability of Veiling for Gowns and Wraps Is Demonstrated in This Smart Afternoon Costume for Formal or Informal Functions

LADY DUFF-GORDON, the famous "Lucile" of London, and foremost creator of fashions in the world, writes each week the fashion article for this newspaper, presenting all that is newest and best in styles for well-dressed women.

Lady Duff-Gordon's Paris establishments brings her into close touch with that centre of fashion.

Lady Duff-Gordon's American establishments are at Nos. 37 and 39 West Fifty-seventh street, New York, and No. 1400 Lake Shore Drive, Chicago.

By Lady Duff-Gordon
("LUCILE")

IT is not too early to think of what the English have given the fitting name, garden dresses. The English view is that next to her evening frock a young woman looks loveliest in her garden dress.

That costume which is suitable for a lawn fete is covered by the term. There will be many such affairs this Summer, none the less elegant because they will be given for the benefit of your army and the armies of the allies. The woman who orders a garden gown does a work of prevision.

The dresses that are shown on this page are admirable for the purpose. The one built chiefly of lace is aligned with the present march of the modes toward lace in any combinations with the delicate, decorative tissues. Naturally, the skirt of a garden dress is short, but gratefully will it be noted that the skirts are not as appallingly short as they have been for two preceding seasons. Modesty is making herself heard. She has entered with other of the soberer virtues, as economy, in the wake of your country's declaration of war. The skirt of this dress is therefore reasonably long and only slightly full. It is made of lace over chiffon, the chiffon being gathered into an effect of ruching. The full surplice lines of the bodice correspond to those of the skirt. Across the Leghorn hat is trained a vine of flowers. The parasol is of chiffon, that casts a rosy shade upon the face and frock.

The second offered gown for out of doors, a half way sartorial house between simplicity and elaborateness, shows the possibilities of veil-like materials, even for out of door uses. The gown that seems to be made of a series of scarfs is effective by the evening lamp, but is nearly as beautiful in the strong shaft of afternoon sunlight. The arrangement of the scarf across the shoulders is graceful. The scarf harmonizes with the parasol that is carried with it.

Severer is the type of gown with which the beribboned cane is carried, yet suitable for garden wear. In each case the hats are correct complements of the gown.

Not merely with the more formal affairs, but for having tea under the shade of great trees in the country, or on the veranda of a seashore or mountain hotel, are the costumes harmonious.

Organdies that have ridden in upon the crest of the popularity wave are suitable for such robes. Also soft silks and, better, silk mulles. The colors that will be preferred by those of the best taste are white backgrounds, against which are strewn clustered figures as nearly the shade of Summer flowers as the dyes can reproduce.

The accessories of the garden dress are as important as the gown itself. Silk hose of the same shade as the predominant one of the gown are indispensable. No less than silk, and of shade not varying an iota from the prevailing one of the gown, it must be. The low shoes of kid or satin must blend in entire harmony with the gown and hose.

The garden hat of accepted type is of low crown and broad, straight brim. The wide, flower-garlanded sailor was for a long time the symbol of the garden hat. But this season it is subject to many, and in some instances, improving, modifications. On the largest figure you see the "bent back sailor." The brim is bent back with the apparent carelessness of a bronzed and happy field hand's. Yet there is studied art in the curves of that brim. The negligence with which the flowering vine is trained across the hat brim is only apparent. Note how it deepens the vividness of the wearer's expressive face. The hat worn by the girl who carries a cane is a sailor modified to the field hand semblance, but has the richness which net and shredded plumes can give to head covering.

On the other hand, the saucy chapeau in the third of the pictures is suitable for severer tailleur wear. The parasol must harmonize with the colors and fabric of the rest of the costume.

Closely Draped Silk of a Soft Variety Is the Building Material of This Costume Suitable for Outdoor or Indoor Afternoon Functions

A Garden Dress in Which Lace and Chiffon Are Combined in Flower-Like Effect. The Waist Line Is a Normal One. The Sleeves Are of Elbow Length, Which Is Enjoying Renewed Popularity

SEES AMERICA READY TO DRAFT 12,000,000

Daniels Tells Manufacturers That Only Limits War Contribution

FINDS UNITY IN NATION

Rancor Of Politics Is Put Aside, And 'Sectionalism Is Dead And Buried'

New York, May 3.—Secretary of the Navy Josephus Daniels, speaking last night at the dinner of the National Association of Cotton Manufacturers and the American Cotton Manufacturers' Association at the Biltmore, asserted that America was getting ready to send to the front "every man who can carry a gun."

"Let us have no talk," he said, "of sending three million men, or five million. We have by the selective draft law dedicated twelve million men to fight this war, and we are calling them and training them for the army and navy as rapidly as we can have the tonnage. The only measure of our contribution is the measure of ships.

"We have seen anxious hours during recent weeks, but no ominous hours. We know that we shall pay a heavy toll, but we know that, though the line may move and sway, line that holds for liberty will never break. And we know that this drive was timed as it was because the Kaiser knows that when the American Army in full force is added to those of the Allies the doom of the Germans is sealed.

"I have no doubt that all of us look back on our past ideas as to the merchant marine with profound regret. America lacked the statesmanship in peace time to provide a merchant marine big enough to carry our commerce to the ends of the world, and we are resolved that we shall never again find ourselves in a position where shipping is needed and is not forthcoming.

"Out of the tragedy of this war there are some compensations. One is a new horizon and a new map. For too many years we have been satisfied to live within ourselves and to look only at a small portion of the world. We have now seen a new map, a world map.

"It is for you manufacturers to lead the way, so that the great merchant marine that we are building for use in war may be continued also in times of peace.

Sees Unity In America

"Another compensation is a new American unity. A few years ago we had bitter partisan discussions. There was a time when we Democrats felt that some of you Republicans were pretty bad fellows. It was not only a campaign cry; we believed it, and sometimes we proved it. And before this war you Republicans believed that some of us were pretty bad, and the worst of it was that sometimes you proved it.

"But we have lived to see the day when all of us have put aside the rancor of politics. In the shadow of this great war, in which we are all enlisted, we are all Democrats, all Republicans, all Americans."

There were cheers for the Secretary's reference to William H. Taft as "a splendid American, who is proving his Americanism in a very fine way in these days."

"We have come to see the day," Mr. Daniels continued, "and I believe it has come forever, when sectionalism is dead and buried. We are training our boys in Camp Grant and Camp Lee, Camp Sheridan and Camp Sherman and Camp Stonewall Jackson.

"The spirit of our young men is something we might not have dared to hope three or four years ago, when it was being so widely said that they had lost their spirit. Men have learned as never before that nothing is worth while but courage and sacrifice. The line of demarkation between what is secular and what is religious is ended; this is a holy war, and religion and patriotism are married."

The Secretary talked briefly of the Liberty Loan campaign, and said: "I have never yet appealed to any man to buy a Liberty bond, though I have occasionally offered the privilege of buying one."

Destroyers the Best 'Hun Hunters'

Speaking of the navy, he said that "almost every day now it is part of my duties to name a new destroyer; they are proving the best type of Hun hunters."

"I was talking today to one of the most successful cotton manufacturers in the country," said Mr. Daniels, "just as I have previously talked to Julius Rosenwald and Henry Ford, and he said that no business in America was run so well as the navy. And you cotton manufacturers may know that, for some times we have not agreed on the price.

"We are all in the war, and we are going to fight it out on this line if it takes all Summer, all Winter, all the year, all next year, or twenty years to come."

General Claudon, head of the French military mission, praised the American soldiers, whom he had seen in training camps in this country, and said that letters from French commanders at the front spoke most highly of the qualities of the American troops.

"Nothing could indicate better," he said, "the opinion entertained of their merits than the fact that today American soldiers are guarding the road to Paris, that they are in the battle line in Picardy, as well as in Flanders."

BLUE DEVILS SING, LAUGH AND CHEER

French Soldiers Have Busy And Happy Day Being Petted By New York

New York, May 2.—New York's newest pets, the Blue Devils of France, had the busiest and happiest day of their visit yesterday. They were tired, but enthusiastic about the city, when they turned in to the 69th Regiment's armory last night.

They amused themselves individually until noon, when they marched to Fifth Avenue and 34th Street and drilled before Liberty Loan headquarters, to the delight of thousands. Then they thrilled the crowd by singing "La Marseillaise."

From there they went to the Harvard club, where Col. Roosevelt received them and shook hands with each of the 105. After they had sung some of their trench songs for him he made a little speech in which he told them of his own four sons fighting in France—a fact which made him feel prouder than the fact that he had been President of the United States. One of his sons had been wounded and decorated by a French General, he said—and the poilas cheered him.

Bombarded With Airy Kisses

The rest of the afternoon, spent in the Hippodrome, was the part of the day which the Blue Devils liked best. They marched down the aisle while the house was in darkness so that when the lights went up they were all in their places. A mighty cheer went up. The girls of the chorus pecked out through slits in the curtain and blew kisses to the sons of France, who have become accustomed to that sort of thing.

They roared at the antics of the trainload of tramps and clapped one another over the becks at the happy hoboes. When Houdini prepared his submersible iron bound box mystery act, he told them in French to come up and examine any part of his outfit. They started in a body to accept the challenge, when their officers gave them the high sign and just let four or five of them go to the stage. They fastened the chains and locks securely and then sat right down on the edge of the platform to watch the performance. They cheered Houdini and registered deep perplexity when he reappeared unfettered.

International Amenities

Dudley Field Malone, who made an appeal for the Liberty Loan, led the house in cheering for France and for the Blue Devils, and they in turn gave three rousing cheers for America.

The five officers in charge of the Blue Devils were entertained by Mr. and Mrs. J. P. Morgan at the Morgan Library, and then the men were the guests of honor at a dinner given in the evening by Adolph Lorber at his restaurant at No. 1418 Broadway. In the place at the time were 240 members of the 57th Field Artillery, and they exchanged cheers and greetings with their French comrades.

The chasseurs, after dinner, were driven back to their armory, where they divested themselves of their heavy accurtrements and then went to the Palace Theater.

Today they will have luncheon at the Hamilton Club in Brooklyn and then will be driven by the women of the Motor Corps of the National League for Woman's Service to the Polo Grounds to see their first baseball game. Returning from this they will have dinner at the Waldorf-Astoria.

One of the Blue Devils yesterday sold a $1,000 Liberty bond to a woman at the armory. Most of them added a new accomplishment to their careers—chewing gum.

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MENNEN'S

THE ORIGINAL BORATED TALCUM POWDER

Leadership in Talcum Powder

THE House of Mennen is the originator of borated Talcum Powder. Its preparation, in the beginning, was the result of the vision of Gerhard Mennen. He saw its possibilities as a soothing, comforting powder—easy and safe to use, cleanly and dainty as a toilet requisite, and invaluable for babies, once it was introduced to the public.

Gerhard Mennen's guiding thought was quality in his new preparation. He knew that a business built on that firm foundation must be permanent. So he devoted all of his chemist's skill to making a perfect talcum. Business history tells how well he succeeded.

It is safe to say that the sales of Mennen's Talcum are much larger than those of any other. This is not due entirely to the natural preeminence of the pioneer—it is due as much to the unflagging purpose which marked the Mennen standard from the start. If it were possible to make Mennen's Talcum better—it would be done.

In the House of Mennen there has been an absorbing thought for the past three years. It has been in the direction of maintaining Mennen Quality at normal prices. The cost of raw materials is soaring. The upward movement includes not only chemicals but also containers. Printing and paper, to mention just a few items, have advanced to unknown figures.

As a solution of this problem, we have put on the market a larger sized package. We secure a lower labor cost in filling one can as against two; a corresponding saving in container as against the amount of talc furnished in the can, so that in this new-priced can you get the same proportional amount of powder for your money that you got in the original size.

All Products Up to Mennen Standard

The House of Mennen has grown out of one field of producing endeavor to many. The expansion has been natural and logical from a single unit of toilet necessities to a complete line. The wonders of chemistry have been employed for the benefit of men, women and babies.

The Mennen organisation is one of students. It is its mission to find better ways of doing things—for instance, the new way of making and packaging tar shampooing soap. For years people have known of the invigorating qualities of tar as a shampoo—but it has always been used in a *cake* of soap, mussy and wasteful. In Mennen's Tar Shampooing Cream, the tar is incorporated in a totally different *form* of shampooing agent, to say nothing of the tube—a clean, handy, economical form container.

Then there is Kora-Konia, an antiseptic dusting powder and dressing for abrasions and minor injuries of the skin, composed of five sanative ingredients. This powder relieves chafing, scalds, burns, and severe irritations of the skin, and is being prescribed daily by physicians everywhere.

These Mennen products, like every one bearing the Mennen trademark, are up to the Mennen Quality Standard. The mere newness of an article would not be enough to give it a place in the Mennen line. It must be proved of unusual worth before it is offered to Mennen customers.

And the Mennen *buying* standard is as high as the Mennen *selling* standard. No raw material is bought "at a price." Quality is considered first, and the price last.

MENNEN ALSO MAKES

RUVIA: Neutralises the disagreeable odors of perspiration—but doesn't *stop* perspiration. Clean, odorless, stainless, snow-white. A boon to women in hot weather. Healthful, dainty, and sweet as a rose. Use it once a day. Its results will surprise you.

COLD CREAM: Mennen's Cold Cream is all that a cold cream should be. That means quality in the ingredients and in the way it's made. You will like it as thousands do who use it regularly.

SHAVING CREAM: A new kind that doesn't have to be "rubbed-in" to soften the beard, but gives a better shave. With it belongs the new Mennen's Talcum for Men, for use after shaving—neutral tinted, so that the old pallid look is a thing of the past.

MENNEN'S BORATED SOAP: For those who want soft, velvety, attractive skins. It soothes instead of irritates, keeps the pores clean. Thousands of physicians and nurses use it.

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AUTOMOBILES

SHANGHAI, SUNDAY, JUNE 9, 1918

Where Would The World Be Without Automobiles?

The best proof of the vitally essential part that is played in modern life by the motor car is simply the consideration of what conditions would be if we were suddenly deprived of the services of the self-propelled vehicle—How farm life today would be frankly impossible on the plane of efficiency that has been reached without the help of the passenger motor vehicle—Without his car the American farmer would be utterly unable to shoulder the burden of feeding half the world, a task thrust upon him by the inevitable decrease in crops in our allied countries. A consideration of the effect on values of real estate of all classes that would follow the disappearance of the automobile—Government figures that prove the contribution to value that has been made by the motor vehicle—Effect on urban transportation of any diminution of automobile production—Impossibility of handling increased traffic with our present street railway facilities—What the cessation of motoring would mean to the railways—Figures of mileage by railway train and motor car that prove the latter essential to continued transportation efficiency.

By Samuel A. Miles
(*In Motor*)

In the present crisis in human affairs, when the fate of nations and the destinies of mankind hang trembing in the balance between civilisation and barbarism, the first thought of every right minded man should be, and doubtless is, how to win the war. When President Wilson in one of the noblest utterances of embattled humanity announced that we had entered the great conflict for "all that we have and all that we are," he was voicing a plain statement of fact that needs to be impressed on the mind of every one of us. Let victory go to the savage hordes of Prussia and life as we know it, the simpler, kindlier things that we love, ends on that day.

In such circumstances as these the first thought of every one of us ought to be of what we can do toward helping our country and our allies to win the war. We should have no patience with the man engaged in no matter what enterprise, who determines to carry on regardless of his country's needs. But on the other hand, it is conceivable that differences of opinion may arise as to just what lines of enterprise contribute to our war-making efficiency and what lines hinder it. Mistaken ideas or prejudices may create opposition to the continued operation of enterprises, whose cessation in reality would be a severe blow to the military and economic efficiency of the country. So there is actually just as much need for impatience with the man who, at the first suggestion of opposition on the part of some individual, representing as likely as not no opinion but his own, prepares to quit without properly analyzing his position.

This latter condition has undoubtedly obtained to a certain extent in the automobile industry. Certain members of the industry have been perhaps too yielding and have not made the best effort to protect the business from gratuitous injury. This may have been due to the fact that most of us have been very much in the dark concerning the real facts of the case. We have frequently said: "Think what would happen if there were no automobiles." Unfortunately none of us has yet gone beyond that and told what would happen if there were no motor vehicles. Suppose then that we try to do just that thing, as briefly as may be, and transform mere supposition to concrete reality.

Granting that society's consent to return to a motorless existence is extremely improbable, yet it is not inconceivable and it may be profitable to begin by pointing out how easily such a condition could be induced. There are in use in this country today approximately 5,000,000 motor vehicles. Allowing five years to represent the life of the average car, it takes 1,000,000 cars every year to make good the wastage. If we were to cease the manufacture of cars this season and make none for the next five years, there would be theoretically none remaining. Obviously too, every car short of the 1,000,000 needed to replace wastage manufactured in one year takes away one car from the country's present supply. Cut the 1917 production in two and at the end of 1918 the number of cars in use will have decreased ten percent. Now please bear in mind in reading this article that all the disadvantages and liabilities cited in the motorless state would occur in exact proportion in which production is decreased by the industry that gives us our motor vehicles.

The Farmer and the Motor

At least forty percent of our automobiles are owned by farmers. This is a conservative estimate; some competent authorities believe that sixty per cent is nearer the correct figure. To the farmer his automobile is practically exclusively a utilitarian vehicle. He uses the car to get to town, to the post office, to the railroad, to carry supplies both ways, to deliver goods to his customers, to carry the children to school and the family to church, to the movies, to the fair, to social gatherings, to do all sorts of errands and odd jobs about the farm. You might as well call the farmer's overcoat a "pleasure garment" as to call an automobile employed as his is a "pleasure car."

It is estimated that there are in this country 6,000,000 farms, on which there are, sticking to our conservative estimate, 2,000,000 automobiles. Let us suppose that these are driven an average of only ten miles a day, which is also conservative, or 3,500 miles a year. That means that farm automobiles are driven 7,000,000,000 miles during the year. Now, substitute horses. The time consumed in making the journey will be four times as great. Those 7,000,000,000 miles are now driven in about 20,000,000,000 minutes, or 333,333,333 hours, or 33,333,333 working days of ten hours each, which in turn means that farm automobiles are in use by farmers every year to the extent of well over 100,000 years.

Take away automobiles, substitute horses or go afoot—thereby adding still more to the loss—and the farmers will use up 400,000 years and lose in transportation 300,000 years in each year and lose them, too, at a time of year when labor is most valuable.

In arriving at these figures we assume that only one man is in the car. We take no credit for the time of the extra man or the wife or daughter who so frequently accompanies the driver and who, otherwise, would be employed at some productive occupation.

One hour and a half of the daily working time of 2,000,000 farmers would be wasted. This would be equivalent to withdrawing from the farms 300,000 men, throwing them out of work and placing upon the country the burden of supporting them.

When the last census was taken in 1910 there were engaged in "agriculture, forestry and animal husbandry" 12,659,203 men, or, let us say, in round figures 12,500,000. The value of farm products raised in 1916 was $10,501,686,000. Take away our 300,000 men and we find that the loss of production would exceed $250,000,000. Take his automobile away from the farmer and his efficiency would be so lowered that he could not hope to meet even normal demands upon him, to say nothing of the extraordinaryy demands of today. Demotorise the farms of America and our European allies will starve and we ourselves shall be brought to the verge of want.

How Motor Increases Farm Values

The population of the United States in 1900 was 75,994,575 persons. In 1916 it had increased to 101,882,479, or roughly 34 percent. In the same time the value of farms had increased from $20,439,901,164 to $40,991,449,090, or over 100 percent. It is not possible to show what part of that increase in value was due to the automobile, but that a great part of it was is indicated by the fact that in the twenty years from 1880 to 1900, before we had automobiles, farm values increased only $8,000,000,000 or $400,000,000 a year, while in the sixteen years from 1900 to 1916, during a part of which time the automobile was in use, though only on a limited scale on the farms, the increase was $20,500,000,000, at the rate of nearly $1,300,000,000 a year—over three times as much as in the pre-motor period.

The argument that increased population was responsible cannot be sustained because, while the population was increased between 1880 and 1900 by 25,834,792, roughly 50 per cent in twenty years or 2½ percent a year, and from 1900 to 1916 by 25,887,904, only about 33 percent or 2 per cent a year, farm values increased in the corresponding periods 67 per cent (or 3.35 a year) and 100 percent (or 6.25 a year). While the percentage of increase of population fell off 17 percent, the increase of farm values gained 33 percent in the sixteen year period.

Take away the automobile and what would happen? With the loss of time, decrease in population, departure of ambitious young people and vacating of houses and farms, values would probably be so disastrously affected as to put them where they were twenty years ago. The same influences that raised them help to keep them up and increase them.

"The farmer is not the only one in the country who is deeply interested, though he may be said to be a partner with all the others in the disadvantages that would accrue through being deprived of automobiles. The principal users of cars in the country, aside from the farmer, are the doctor, the mail carrier on Red routes, the commercial traveller, the livery stable owner and the telephone company. There are others constituting a miscellaneous army.

The Country Doctor and the Car

Life in the country has been made better, safer and less charged with anxiety by reason of the fact that the doctor is more readily available than formerely. Many a life is saved because of the doctor's prompt response, the speedy arrival of remedies and the ease and speed of transfer of patients to hospitals. The doctor has increased his usefulness four-fold. The harnessing of a horse, with consequent loss of time to himself and danger to his patient, the dreary drive of an unwilling and often overworked beast over vile roads in all sorts of weather are things of the past.

The driver of the stage carrying mail to Red boxes is now able to cover about three times as much ground as formerly, resulting in one of two things,—a saving to the post office department of many men and teams or, as generally happens, the extension of the service to people who could not have been served by the old system.

The commercial traveller of the olden time was able to visit two or three towns a day, spent half his time in bar-rooms and his travelling time in crowded, dirty smoking cars. Today he visits three times as many towns, calls on his customers regularly, is able to visit farmers and way-side stores en route and moves about under healthful conditions. Not all houses provide automobiles, but those which do are able to get along with fewer travellers, pay less for salaries and expense accounts and are able to select for employment the best men in their lines. The automobile has released from the road thousands of men now employed in productive capacities.

Automobiles are more largely used in the telephone service than the public realises. A few years ago a crossed wire stayed crossed until the slow-going buggy travelled from one to 20 miles Today the Automobile has remedied that and the trouble is removed in the time it would in days gone by have taken to harness a horse. Take away the automobile and in the country, where telephone service is by no means as reliable as it is in the city, half the phones would be out of business half the time to the disgust of the farmer and his family who would prefer to live in the city anyway no matter how good the telephone service may be.

Suburban Real Estate

The value of every piece of real estate, except those so far removed from the possibility of travel that an automobile has never reached them, has been enhanced by the automobile. The value of nearly every similar piece would be correspondingly depressed if there were no automobile. Some city real estate might be excluded. That this decrease would occur is particularly true, perhaps, of property within reasonable distance of large centers of population. It is true of every millionaire's estate, of every workman' cottage, of every farm, store, hotel and workshop.

The owners of these properties have, quite properly, regarded the present method of transportation by automobile as being just as permanent as the railroad train or the street car and, without realising it or even thinking about it, have counted on its permanency in making investments. So certain have the people been about it that billions of dollars have been invested in roads so that automobiles may be able to travel at reasonably high speeds and operate efficiently and economically. Thus the cities have been delivered of surplus population. Overcowding, one of the worst evils with which we have to contend, has been to some extent relieved, and so it has been possible for comparatively poor people to find decent living conditions. Unreasonable inflation in the value of city real estate has been, to some extent at least, prevented.

Now, take away the automobile and what follows?

transportation, the suburban resident must move nearer the city. Perhaps he doesn't drive all the way into a city like New York. Perhaps he drives only to the depot. His automobile is taken away, however, and so he must use a horse or walk. If he walks an hour or so is wasted each day. If he drives he must waste time and hire a man, whose time is wasted, though the suburbanite must pay him just same The horse must be housed and fed, and thus good space and five acres of land to raise feed must be wasted.

Of course, the ordinary surburbanite would not do these things. He would move nearer to the city. If he owned his home it would become an idle investment. He must move into less desirable quarters, sacrifice his property and pay rent into the bargain. If he has been renting a house it would become vacant and the landlord would have an idle investment. Down would go the value of the house and the land. The bottom would drop out of values just as surely as if the railroad had ceased to run.

It is perfectly safe to say that all property of all kinds within fifty miles of any city would be seriously affected by these movements and that all real estate values, even in remote corners of the farming districts, would be hurt by the disappearance wholly or partially of the automobile.

The Only Beneficiary of Motor Car Disappearance

If any one were benefited by the withdrawal of the automobile it would be the owners of centrally located city real estate. Values and rentals would probably go up. Every suburbanite would add to the present congestion through the demand for houses and flats in an already overcrowded city. The rich would become richer and the poor poorer.

However, farmer and suburbanite are not the only ones who would suffer from the disappearance of the motor vehicle. As a matter of fact, without the passenger motor car the present efficiency of city business could not be maintained. And this quite aside from the commercial motor vehicle's indispensable contribution to suburban life.

Let us assume that one-half of our motor cars are used in cities and towns which have street car facilities. To be even more modest let us say that only 2,000,000 of our cars are so used and place their average annual mileage at the ridiculously low figure of 4,000 miles. That gives us a grand total of 8,000,000,000 miles of travel. It would require more than 130,000,000 street cars with an average capacity of sixty people to carry this traffic one mile. That assumes, however, that the automobile has but one occupant. Make the average load two people and the total miles of street car travel is 260,000,000. Assuming that each car runs 100 miles per day and 300 days per year—which it does not—between 8,000 and 9,000 additional street cars would be required to handle this increased burdden of travel. And this refers to city riding only, to an average of 4,000 miles only and to an average load of two persons only. The real average is unquestionably higher in both instances. Furthermore, we have based our statistics on the assumption that the street cars are full from the beginning to the end of the 100 miles journey every one of the 300 days of the year that they are in operation. When we come to allow for the partial loads that are carried during much of the day, we would find that 12,000 additional street cars would be a modest estimate of requirements under our hypothetical case.

What the Loss of the Automobile Would Mean To The City

Accepting 8,000,000,000 as the city mileage for motor cars and assuming that the average time per mile is four minutes, we find city automobiles engaged 32,000,000,000 minutes or 533,333,333 hours. Computing the average street car mile at eight minutes, we find that if automobilists were forced to use the street cars they would consume twice the number of minutes they now devote to travel and half this time would be dead loss. This waste figures out at 53,333,333 working days or 177,777 years of time in every year. This loss of time must be multiplied by the average number of passengers in the car, say two, which gives us the impressive total of 355,554 years. Supposing the time of each passenger to be worth only $4 per day, the time lost annually would represent $426,664,800, enough money to buy more than 600,000 automobiles at the present average price.

But we have not yet arrived at the most important part of the difficulties to be encountered in city streets.

Roughly a horse and wagon occupies twice as much space as an automobile. It travels,—let us be liberal to the horse and preserve our reputation as law abiding observers of the speed limit,—at, let us say, one-fourth the speed of the automobiles.

The horses and wagons required to do the work now done by automobile would take up just eight times as much space.

Again taking New York as an example, we find Fifth Avenue, from early morning until late at night, overcrowded even now. Therefore, seven out of every eight horse-drawn vehicles would have to travel on other north and south streets or not at all. And there is the answer—they would not travel at all because all over north and south streets are already crowded and becoming more so all the time.

The increase by eight is not all. The removal of the resulting from the use of horses would require an addition of about 5 percent of wagons and horses. The disappearance of the automobile would render the present traffic of New York or any other large city impossible. The crowded thoroughfares would lead to a breakdown in the system of delivery of milk and garden supplies from the farms and of all other commodities, and the present distribution would be impossible. The removal of goods from railroad stations would be prevented, the expense of conveyance and delivery of goods, if accomplished at

(Continued on Page 6)

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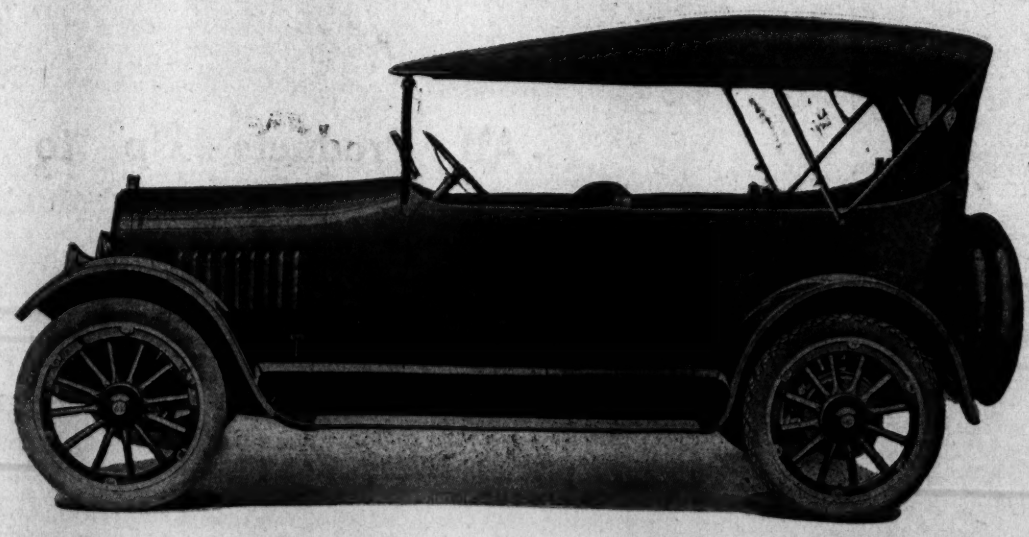
KING MOTOR CAR CO. KING THE CAR OF NO REGRETS DETROIT U.S.A.

KING EIGHT

"The Car of No Regrets"

KING THE CAR OF NO REGRETS DETROIT U.S.A.



Owners of this fine Eight Cylinder Automobile are always proud of their car. It has been rightfully termed: "The King of all Eight-Cylinder Automobiles!" Years of world-wide operation have proved its high mechanical excellence. An examination of the handsome body models will demonstrate a luxury, style and comfort to satisfy the most exacting purchasers. Our stock of King Eight-Cylinder, Sixty Horse-Power, Touring Cars and Sedans will be ready for inspection this week. These cars are equipped with all the latest improvements, including wire wheels, two extra tyres to each car, and spare rims. Demonstration by appointment.

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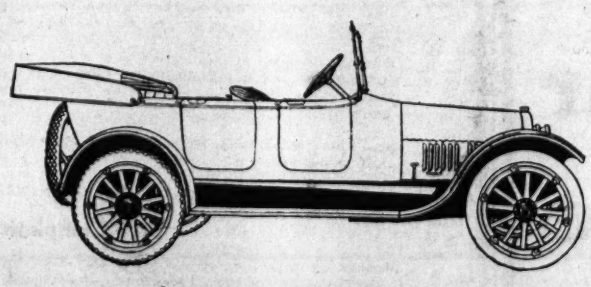


America's Economy Car

NEW CARS SUBJECTED TO ROUGH TRIAL TESTS

Studebaker Models Given Gruelling Try-Outs Before Being Put Into Production

"A test on a speedway by a specially prepared car driven by a veteran race driver certainly does not test the kind of a car that a purchaser buys," says L. J. Ollier, Vice-President and Director of Sales of the Studebaker Corporation, in discussing the value of methods used by automobile makers in testing out new models.

"But," continues Mr. Ollier, "there is not the slightest doubt as to the value of genuine road tests under conditions that approximate those under which a car would be driven in an actual owner's hands.

"No more convincing illustration could be cited to prove the value of factory road tests than the performance of the three new Series 19 Studebaker cars. In covering the roads of Northern Michigan during the worst winter weather, the engineers were given an opportunity to test the springs of their cars to the limit of their endurance. At one place, where the going was over corduroy and sawdust roads, one of the cars plunged into a hidden mudhole and snapped a spring. Such a thing was not unforeseen. It was, in fact, just what the engineers were looking for—they were forcing the cars through this gruelling test expressly to bring out any possible defects. After a thorough examination at the factory, it was determined to change the specifications of these springs.

"Then, to determine the ability of these new cars to withstand wear and tear on all moving parts during a period of average life in an owner's hands, the three models were taken to the Chicago Speedway for a terrific midwinter drive. Here each car was driven at high speed for a distance of 30,000 miles. And this mileage, under ordinary circumstances, would equal eight to ten years of continued service in the owner's hands. Yet, in disassembling these cars, at the completion of test, we found surprisingly little depreciation. And not once, at any time during the 30,000-mile grind was it necessary to take a car off the track because of mechanical trouble."

Room For Improvement In Curtain Equipment

While the curtain equipment used on modern cars is much better than we were accustomed to even two or three years ago, it is still, to my mind, some distance short of perfection, says a writer in motor magazine.

The side curtains on a top must perform several functions, they must keep out rain and wind, and in winter snow and a certain amount of cold also. At the same time they must be easily handled in getting into and out of the car, and they must have as much window space as possible to enable the passengers, and more particularly the driver, to see clearly in all directions.

Lastly, curtains to be of real utility must be so arranged that they can be quickly fitted in place. Curtains which require more than two minutes, at the outside, for fitting afford little real protection against the sudden rainstorms we are all liable to encounter occasionally in summer.

The biggest objection to the present day curtain equipment is the difficulty in getting in and out of the car when the curtains are in place. Even with the so-called "door-opening" curtains it is necessary to undo several fasteners before opening the door, and fasten them again afterward or else let the curtain flap. Unfortunately the curtain fasteners are not equally accessible from both the inside and outside of the car.

Criticism is of little value unless remedies are offered for the matters criticised. My suggestions for improvements in curtain equipment are as follows:

First—All detachable curtains should be mounted in light metal frames to hold them in shape, prevent cracking of the celluloid windows through folding, and to facilitate attaching.

Second—Maximum window space should be provided in all curtains. This is easily possible with metal frames. Celluloid windows would be just as satisfactory, much lighter and less expensive, and also safer than glass.

Third—The curtain frames should be provided with overlapping edges and with the minimum number of fasteners. The frames of the door curtains should be extended to attach firmly to the doors. If properly fitted with overlapping edges these curtains would not require separate fasteners to be manipulated every time the door was opened or closed.

Fourth—All curtains should be properly marked, preferably on the metal frames, showing their location; as, for instance, "right center panel," "left rear door," "right rear quarter," etc.

Fifth—A flat space of proper size and shape to permit storing all the curtains in their metal frames, without folding, must be provided. It could be under the front or rear seats or back of the seats, in the top itself, or possibly even under the rear floor; or it could be a combination of two or more of these places.

It should not be a difficult matter to incorporate some or all of these suggestions in curtain equipment, and I feel sure the results would be a considerable improvement over the present designs.

Where Would The World Be Without Automobiles?

(Continued from Page 4)

all, would be greatly increased and the delays would be intolerable.

While on the subject of transportation, let us see what theoretical effect the disappearance of the automobile would have on the railroads. They carried in 1915, according to official figures, 976,303,602 persons, whose total mileage was 32,384,247,563. They did this by the use of 53,466 passenger cars. Two million automobiles, owned by farmers, carried in 1917, say an average of two persons, an average of ten miles a day or 7,000 passenger miles of each car. That equalled 7,000 times 2,000,000 automobiles, or 14,000,000,000 miles. Of the remaining cars, say 2,500,000 were used and travelled an average of only 100 miles a week, or 5,000 miles in the year, and that they carried an average of only 2 persons, thus equalling 10,000 passenger miles each. An average of 10,000 passenger miles for 2,500,000 automobiles means 25,000,000,000 miles, which, added to the farmer's mileage, gives 39,000,000,000, or about 9,000,000,000 more than the railroad total.

To have taken care of this traffic would have required 60,000 new passenger cars at an average cost (day coach valuation) of $11,000, or $660,000,000, and 14,972 locomotives, at an average cost of $35,000, or $524,020,000. The same locomotive would now cost nearly $42,000. That would mean a cost for cars and locomotives alone of $1,184,000,000.

But even with this new equipment the traffic could not have been handled on the present trackage, with the present depot facilities or without at least doubling the number of men employed in the passenger department of the service.

If the automobiles in the United States were set on the rails they would cover the entire plain line trackage and half of the subsidiary lines as well.

Let us look for a minute at the businesses and the communities that would be most seriously and directly hurt by the disappearance of the automobile. Directly is the correct word because, directly and indirectly, every businesses and every community would be hurt. The country's industries would simply be paralysed. Forty thousand establishments depend exclusively on the antomobile business for their existence. This does not take into account any of the places that depend only party on the automobile, as for example, factories in which parts or supplies form only a part of the product. There are added thousands of that class. It refers only to the garages, repair shops and the like, which do nothing but automobile work. They and their 250,000 men would become idle—a serious enough thing in itself; but when they do become idle, what is to become of the farmer's car and every other man's car? What happens to their time and their productive capacity, and furthermore to the places,—probably exceeding 100,000 in unmber,—where gasoline and like supplies are furnished, many of them attended to by women to assist the family purse?

To the mere joy-rider the curtailment of production would be a welcome thing. It would reduce the cost of gasoline because of the decrease in demand. Incidentally it would send up the price of kerosene correspondingly, so that while the rich user of gasoline would pay less the poor user of kerosene would pay more. The production of oil would be reduced to such an extent that over half of the men now employed in pumping, refining, transporting and selling it would be deprived of employment, the money invested in plants would become idle, the producer of oil would find it almost worthless and oil-bearing lands would shrink in value to a mere trifle. The details of the effect on the oil industry, and through it on other industries and the country generally, worked out in detail would alone furnish sufficient argument to show the extreme folly of reducing the number of automobiles.

Concerning the value of tires and tubes and the number of men and women employed in their manufacture, no very recent Government figures are available. Basing our calculations on the figures of 1915, when the value of rubber product was $300,993,796 and of tires and tubes $132,685,888 and the number of workers 88,821, and comparing the number of automobiles then in use with those in use today, and furthermore accepting the estimates of rubber experts, it appears that the present value of tires and tubes produced annually is about $500,000,000 and the number of workers employed about 147,500.

Consider what the disappearance of the automobile would do to the city of Akron, which is to the tire industry what Detroit is to the automobile business. One-half of the population would be thrown out of work. On these workers at least one-half of the remainder of the people are dependent, and on them, directly or indirectly, two-thirds of the people of the city are dependent. In factories, machinery and rubber planations untold millions of capital are invested. To stop the manufacture of tires would mean the bankruptcy of the city, ruination values, loss of millions of dollars in wages and complete demoralisation. Nor would the trouble stop there, for the allied industries must be taken into account; and Akron is, after all, not the only tire-producing center.

In considering what the Government would dose by serious interference with the automobile business, let us pass over the reduced capacity of the country and its inability generally to meet taxation and consider only the direct losses. The thing is too vast to consider any definite figure. Of the things of which the taxable value would be seriously hurt, and in many cases lost, we must think of from 150 to 200 automobile factories with their production of $1,250,000,000 worth of goods annually on which the Government counts on collecting 3 percent; four hundred rubber plants with capital in excess of $300,000,000; from 5 to 10 percent of the steel foundries or about that part of their production; electric works, woodworking plants, part of the railroad equipment, machinery makers, 40,000 garages and repair shops, oil companies, and among the sufferers not directly engaged in the industry, but who would feel the effects of the shutdown, the Government itself—and consequently the people; the newspapers and magazines, and through them printers, engravers, type founders, paper mills, binderies, advertising agencies, editors, reporters and so on down to the office boy; the railroad because of the inability of shippers to reach them regularly and promptly and to the cessation of the demand for good roads, the material for which they now carry; road contractors, machinery makers, asphalt refiners, cement mills, brick makers and owners of stone quarries; the post office, throuhg the R. F. D. and the withdrawal of profitable first-class mail at present sent by the antomobile makers and dealers; all summer resorts and hotels, supply houses of all kinds, clothing makers, and so on through hundreds of thousands of workmen in all conceivable branches of business.

Honigsberg To Give Buick Demonstration

A working demonstration of the six cylinder Buick chassis will be held at the Bubbling Well Road showrooms of H. S. Honigsberg and Company, Inc., during the coming week, according to announcements made by that firm in today's China Press. A The chassis of one of the stock Buicks has been taken for the purpose, and it will be placed in the display rooms, in operation

The body has been completely stripped from the chassis, and the moving parts will be kept in operation by the starting motor. The motor, gear box, transmission and differential cases have been opened, and motorists and devotees of the motor will be given an opportunity to inspect the machine from every angle. A public invitation has been issued.

'Autocruiser' Makes Coast To Coast Trip

Robert E. Magner of Seattle boasts the unique distinction of having made the complete trip from the Atlantic to the Pacific over the Lincoln Highway in what he has termed his "Autocruiser," which is, literally, a house on wheels.

The vehicle in question is a light truck provided with every facility for traveling comfort on the transcontinental drive, includig sleeping and cooking arrangements, library, phonograph, typewrifer, electric lights and other conveniences.

In writing to the Lincoln Highway Association at the completion of his trip Magner says. "I appreciate more after crossing the continent the real work the Association is doing, and especially appreciate the amount of work you have yet to do. I have come to the conclusion since making this trip that road building must be done along big national lines as is advocated by the Lincoln Highway association, that is, it must be done on a big scale."

AUTOMOTIVE ENGINEERS TO HAVE WAR SESSION

Every Piece Of Automotive Machinery Used In The War Will Be Exhibited

The practical aspect of engineering and how closely it is connected with the present war is to be demonstrated at the annual summer convention of the Society of Automotive Engineers to be held at Dayton, O., at which convention practically one-half of the time will be given over to demonstrations and exhibits of war apparatus which has been developed by the members of the society. This apparatus will relate to aviation, motorcycles and all kinds of similar war apparatus. All of the various aviation engines manufactured to date and which are known to Germans as well as ourselves will be displayed so that the members will have an opportunity of studying these designs. These include the types of German, French and British engines. The exhibits will also include latest types of captured enemy planes as well as leading types of our allies, fighting planes.

A still further practical aspect of the demonstrations will be the operation of the machines for the manufacture of special airplane parts such as propeller blades. The dominating thought of the exhibits and demonstrations will be a comprehensive presentation of engineering contributions to the war in the antomotive field.

The many papers that will be presented will be more of a popular nature summarising the developments along different lines during the war period rather than heavy involved technical addresses and discussions. The session will be a war session from start to finish and all subjects under consideration will be those directly concerned with the war.

INDIANS PARTICIPATE IN LIBERTY LOAN DRIVE

Mohawks Use Maxwell Car For Campaign And Procure Many Subscriptions

One of the interesting features which occurred during the last Liberty Loan drive in New York at the headquarters of the 26th Precinct, located at 59th Street and Broadway, was the application made by a squad of Mohawk Indians to Capt. C. H. Carr for a chance to do their bit in the final drive.

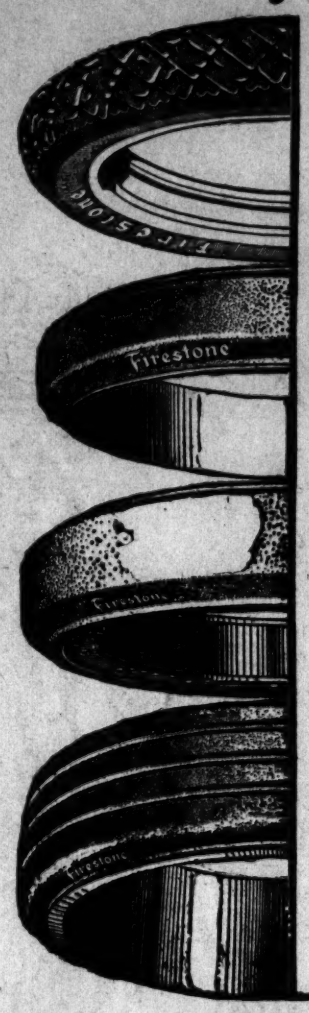
Capt. Carr appealed to Harry J. De Baer, manager of the New York Maxwell branch, for the use of a Maxwell car to give those real, true sons of America a chance to go out among the people in this district and work up enthusiasm on the loan, which request was readily granted.

It indeed brought to one's mind the old pioneer days to see these Indians in all their brilliant regalia and war paint driving up Broadway in an automobile and, instead of madly waving to mohawks at the people, furiously waving their arms at the passersby in an appeal to "please help the real cause of freedom and liberty."

"The results secured," assured Capt. Carr, "were not only more than gratifying, but really beyond all expectations."

Firestone

Lorry Tyres



ALL the important improvements in Lorry Tyres are the results of Firestone study and experience. This gives Firestone first place in the field and entitles every type of Firestone equipment to your careful consideration.

Whatever equipment we advise, you can be sure it will have the resilience that insures protection to the mechanism with resistance that secures most wear.

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2A JINKEE ROAD
J. R. HARVEY (Proprietor)

It is impossible to obtain better or cheaper

Motor Car Insurance

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BRISCOE

A Talk to the Dealer—

BUT THE BUYER SHOULD READ IT AS WELL

The Briscoe Twenty-four makes an especial appeal to the dealer from two distinct viewpoints.

First of all, think of the real pleasure there is in selling a car on which every point is a talking point—where there are no shortcomings to hide, and no undesirable features to gloss over.

When you sell the Briscoe, your prospect can't brng up a feature that won't be a sales argument for you. You won't have to begin a hurried talk on the motor to draw attention from the body-lines. Nor will you have to maintain a running fire of conversation to keep him from thinking how cramped his legs are. And if you take him for a demonstration spin, he can look the gasoline-gauge straight in the eye all the time, without any sinking feeling in the pocket-book.

You know that there are thousands—hundreds of thousands—of people the world over who have been hoping for a car like the Briscoe Twenty-four at the Briscoe price. On the proudest boulevards of our large cities, in the smallest hamlet, in town or on the farm, are Briscoe buyers. In your own territory there are dozens—perhaps hundreds.

And the Briscoe agency offers you one of the few connections which is stable and permanent—equally strong in a financial, engineering and manufacturing sense. The Briscoe plants at Jackson are already almost a city within a city, and they are growing all the time. Our plans provide for an immense development that means steadily increasing prosperity to Briscoe dealers.

And there **must** be a Briscoe dealer everywhere, so that the thousands of prospective Briscoe buyers will find it easy to see and to purchase.

There's a real opportunity in **your** territory. Write us, phone us—or come and see us about it.

Complete Specifications of Briscoe " 4-24"

Motor—Genuine long stroke type; 3⅛" bore by 5⅛" stroke. Bore and stroke ratio 1.64; four cylinders case en bloc integral with crank case, having a detachable cylinder head plate; lower crank case forms oil reservoir; valve on the right side; 1⅛" diameter in clear and completely enclosed.

Crank Shaft—Exceptionally large and ground very accurately for the babbitt-line bronze back bearins.g

Cam Shaft—With cams forged integrally; cams of 1⅜" base circle.

Ignition—High tension magneto.

Cooling—Thermo-syphon system using a high cellular radiator; water passages very large.

Lubrication—Supplied by oil pump and splash system with direct feed to bearings and generator gear with rotary oil indicator exposed through toe-board.

Carburetor—Automatic type with dash adjustment.

Gasoline Tank—Under cowl, making sure an absolute feed to carburetor, provided with a gasoline gauge on instrument board.

Clutch—Inverted, cone type, leather faced with six spring plungers for easy engagement.

Transmission—Selective type located on rear axle; three speeds forward and one reverse; main shaft mounted on taper roller and ball bearings respectively; countershaft on plain bearings.

Steering—Irreversible worm and worm wheel type with provision to take up wear; steering wheel 16" in diameter; spark and throttle levers with die-cast aluminum handles operating on smooth quadrants under steering wheel; accelerator on toe-board. Steering column containing operating rods of unusual strength and size (1¾" diameter.)

Drive—Left hand or Right hand.

Control—Center; gear shifter lever, emergency hand brake lever and foot service brake.

Instrument Board—Carries in center on single plate the lighting, dimming and automatic switch. All the switches can be locked in position with a small key. Gasoline tank filler is located centrally and on either side of this are located the dials for the gasoline gauge and ampermeter. Stewart speedometer is mounted on the right side in clear sight of the passenger and driver, and a search and dash light socket is located on the left side near the steering column. All instruments have black dials, white lettering and are mounted flush in nickel-plated frames, giving the dash board an unusually well-balanced and refined appearance.

Wheel Base—105 inches.

Tread—56 inches standard.

Front Axle—I-beam section drop forged with special Briscoe fixed king bolts.

Rear Axle—Floating type; axle shafts of 1¼" maximum diameter mounted on Hyatt bearings in solid stamped housing.

Springs—Full elliptic front and rear.

Wheels—Artillery type of best growth hickory, equipped with demountable rims. 12 spokes in each wheel.

Tires—30 x 3½ all around; non-skid tires in rear.

Fenders—Crown type fully enclosed in front and rear between wheels and body; joined by running board and convex filler aprons; running board of hard-wood with linoleum covering and aluminum bindings.

Starting and Lighting—Splitdorf double unit starter and generator 6 volts all through; generator gear driven with distributor mounting using Splitdorf regulator directly mounted on generator.

Starter—Flywheel gear type with Splitdorf positive gear meshing device; generator and starter both grounded with but one terminal for each.

Bodies—Briscoe-line five passenger touring car, and Briscoe-line four passenger roadster bodies are furnished, both handsomely finished and appointed.

Color—Dark Green or French Gray.

Top—Black Mohair or Brown Khaki.

Equipment—Two electric head lights with dimmers; storage battery; electric tail light license bracket; electric horn; one man top with envelope and adjustable storm curtains; Bair top holder; tilted eye-saver windshield; speedometer; spare tire carrier with extra demountable rim ;oil gauge; gasoline gauge; ammeter; pump; jack; special set of tools.

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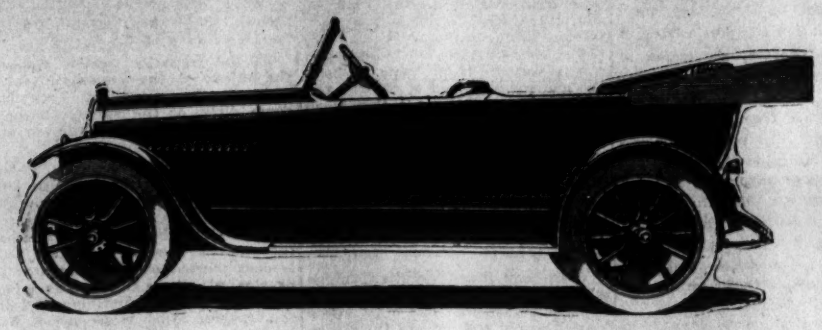
HUDSON SUPER-SIX



Why 50,000 Motorists Have Accepted The Hudson Super-Six - - -

They looked for no special detail. No special device or equipment influenced their choice. What they bought was what they knew the Super-Six has done for others. There was plenty of proof that the Super-Six was not merely a good-looking, easy riding car. The convincing thing is the way in which it meets every service punishment without faltering.

Now it's a finer Super-Six

The first Super-Six possessed all that Hudson engineers knew at that time.

No experience with cars known then could have helped to make it better than it proved to be.

But now 50,000 cars are in service. Much was learned from the experience owners had with them.

The special tests also showed ways in which endurance could be extended. Hudson engineers learned ways to improve their earlier standards.

That, you who know the Super-Six, will appreciate if you will merely ride in and drive this new Hudson. And if you do not know the Super-Six, then you will more than ever understand its qualities, for your knowledge of motor car performance will be founded upon the standards which you know.

From the very first the policy has been to make the Super-Six the perfected ideal car. That called for many refinements, for the finest materials, the finest workmanship. You will realize that influence by merely examining the car. But its deeper meaning can come only from the day-to-day, month-to-month service it gives.

Ask for a Super-Six Demonstration

Phone, write or call

DODGE & SEYMOUR (CHINA), LTD.

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Army Corps Suggested To Map Out Roads In U.S.

Problem Of Rapid Transportation Of War Supplies To Coast Brings Out Highway Plan

Chicago, April 20.—One of the greatest problems confronting the Government at the present time is the rapid transportation of war supplies to the ocean carriers that convey them to Europe.

The railway systems of the country, taxed to their utmost, are inadequate for the task and the necessity of aiding them by the development of a new transportation medium is imperative. This new system is appearing in a primitive form in the use of motor trucks as carriers—primitive as the world a decade hence will look upon 1918 efforts.

To organise this system in an effective manner is entirely possible under the powers now vested in the War Department, and it is to submit an outline of the possibilities in this direction that the liberty is taken of submitting a plan which it is believed, can be put into operation rapidly, one that will aid in relieving the railway situation now existing, prevent the recurrence of any similar situation in the future, and be of wonderful economic and military value for the nation's future.

The successful use of trucks as carriers requires there shall be a system of national highways, fed by local tributaries, constructed under one management and skilled direction in such manner as to form sound, permanent roadways, capable of sustaining war and commercial traffic of the heaviest kind.

The present method of road building is concededly inadequate, as it depends on forms of highway construction varying with each municipality and county, and as a rule far too light to sustain truck freight requirements, to say nothing of the ever-growing passenger traffic. The present truck transportation of freight from Detroit, Mich., and Akron, O., to the Atlantic coast is successful in point of time over railway transportation, but it loses greatly in point of mileage because of poor roads and weak bridges on more direct routes.

A national system of highway construction creating new air line routes from points of shipment to points of delivery, conducted by the national government, contemplating roadways of hard, smooth surface, is the ideal system—the one which must come in the end. Conditions are now such as to make this policy not only possible, but simple of accomplishment.

Embargo Stopped Building

In November last priority board of the Council of National Defense issued an order placing an embargo on open cars for the conveyance of materials to be used in the construction of roads, highways, streets and sidewalks. This ruling has since been suspended, but conditions of railway transportation are, such as to make it practically effective for the period of the war.

As a consequence the State, county and municipal construction of roads and streets has received a check that is tantamount to an almost total cessation. Contractors fear to bid on work when transportation of materials is questionable and when, in addition, there is a rising market in materials and labor.

The highly organised paving industry of the country is threatened with idleness and its complete and valuable equipment with disuse, but this industry is now available to the Government.

All of the oil companies manufacturing asphaltic fluxes; the steel companies, turning out slag; the cement companies, 40 percent of whose output is used in pavements; the paving brick companies, stone quarries, sand and gravel operators, sewer pipe companies, paving machinery manufacturers—these and kindred industries are in a state of impairment at the present time. Many of them will require special stimulation to be revived.

U. S. Can Do Work

The plan proposed is to create a new army engineering corps out of the paving organisations of the country, taking over their equipment and mobilising their directors, superintendents, foremen and laborers, augmenting the latter forces by the aliens and prisoners in State institutions, and taking up for body-building and physical betterment the percentage of young men drafted for war but exempted as physically unfit.

Adoption of this plan by the Government would bring a surprising response from the representatives of this industry who would gladly volunteer for the service of their country, and it would put into complete activity industrial interests that are now threatened with serious financial losses, if not total collapse.

An intelligent districting of the country for this work will find men, machinery and materials ready for the immediate execution of a national programme of road-building that will cover the necessities of the great commercial and agricultural sections of the entire nation.

AUTO TRADE AND WAR

At least 60,000 of the 600,000 men who were employed by the automobile and allied industries at this time last year are now in the service of Uncle Sam either wearing the khaki and blue of the army and navy or engaged in the production of war material and military equipment.

According to the Department of Labor, the automobile and allied trades have lost a higher percentage of employes than any other industry, the decrease in the number of workers in January alone being more than one-tenth of the total number employed during the previous month.

PACKARD TRUCK TRAIN SETS OFF FOR FRANCE

Convoy Of 252 Machines With Soldier Drivers Starts For Atlantic Coast

Running during the night hours only, and under as near "war zone" conditions as this peaceful section of America can provide, six trains of Packard army trucks destined for service with Pershing in France are pushing forward from Detroit to an Atlantic Port. The convoy consists of 252 Packards and the trains are twenty-four hours apart.

Except that they use their lights and are not bothered by sudden guests of shrapnel or other attentions from Fritz, the truck companies are proceeding as if in the immediate neighborhood of the front.

The soldier-drivers, 78 men to a train, make camp by the roadside wherever dawn greets them, cook their meals on field ranges carried in the trucks, and clamber into the three-ton carriers for their day's sleep. As soon as "breakfast" is finished in the evening they swing the big khaki-colored trucks into the road again and hit out toward the seaboard.

Besides the equipment of the soldiers—there is a 15-day ration aboard for each man—the trucks carry loads of parts, also destined for the American Expeditionary Force.

This is the first night run of a series in which the Quartermaster's department of the U. S. Army is giving the drivers a foretaste of the work they will be called on to do overseas. As in the case of the first delivery of trucks from factory to seaboard under their own power, Packard trucks are given the honor of pioneering the night drives. Another innovation is that each of these truck companies number 14 more trucks than those which have been making the daylight run.

Co-operating with the Quartermaster's Corps in the new drives as in the old are the Highway Transport Committee at Washington, and the state highway commission.

The commanding officer in charge of convoy is Maj. James Wheeler, U. S. Q. M. C.

RADIATOR LEAKS

When a radiator leaks it is not advisable to use material to stop the leaks from the inside. Such foreign matter has a tendency to close the radiator and cause overheating. A temporary repair can usually be made from the outside, and then at the first opportunity a permanent repair should be made by an experienced mechanic.

Electric Generators, Their Ins And Outs

By H. Clifford Brokaw

When the electric generator of the self-starter system fails to work it is no light matter—also no light for the car, usually. With the self-starter, lights, ignition, and any number of added devices depending upon the battery, it is no trifle to have the generator get out of whack, and the wiring usually is such that when the generator is not working it sets awry the hole electrical system, so that there are neither lights nor juice for ignition and starting motor, and the car is dead. Therefore, it is up to the owner to know how to detect laxness in the generator and know what to do when it does not deliver the goods.

There are many peculiar things which happen to the generator or its appendages, so that one must needs know the ins and outs of the entire electric system and the ways of detecting trouble, to be able to put things in order and keep the car moving.

If the generator will not deliver current, for instance, it might be due to the loss of residual magnetism. In the generator there are one or more electric magnets; these magnets are composed of soft iron with insulated wire wound around them. When the electric current flows through the wires the soft iron becomes strongly magnetised. As soon as the current stops flowing the magnet loses its power, but the iron always retains a small amount of magnetism for a time; this is called residual magnetism.

When Engine Starts

When the engine is started and the armature in the generator revolves this small amount of magnetism is what starts the generation of current. Under certain conditions, if the generator is left standing for a long time this residual magnetism will be lost entirely and the generator will not deliver current when the armature is revolved. In order to start it all that is necessary is to send current from the battery through the generator, the residual magnetism will be restored and the generator will work. This is done by closing the cutout for a minute or less.

Other cases of failure of the generator to deliver current are loose wire connections in the generator; short circuit of the coils of wire wound on the armature or field magnets; short circuits due to broken or misplaced brush springs; or connections of the generator becoming loose or misplaced.

Sometimes the brushes will become worn so short that they will not reach to the commutator. Sometimes they will stick in the slides so that the springs cannot push them against the commutator; it also happens that the commutator becomes so dirty, due to accumulations of grease, that the brushes do not make good contact with it.

In the regulator, which governs the output of the generator automatically, the contact points may become dirty, or the springs become weak or broken, so that the current cannot pass.

Sometimes the coupling which connects the armature to the shaft will slip or break, so that the armature will not rotate. Many generators are provided with a fuse to protect the windings in case the battery lead is disconnected or the generator is overloaded; where such a fuse exists this is naturally the first place to look for trouble. Any loose wires between the generator and regulator, or anywhere in the generator circuit might cause failure to generate current.

Noises In Generator

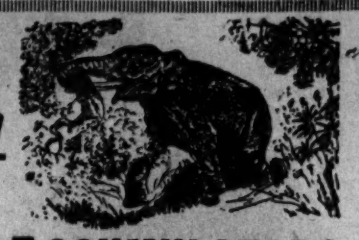
Noises in the generator may be caused by the armature striking the field pieces, due to bent shaft or badly worn bearings, or by the bearings themselves if they are badly worn or not properly lubricated. Worn gears or coupling or gear or coupling loose on shaft, will give a decided knock or rattle. Some armatures are driven by an over-running clutch, and while it is not usual for these to give trouble, failure of the armature to rotate might be traced to that source.

An unusual sound that was hard to locate for a long time was overcome by adjusting the cut-out. This was a sort of whine or whistle in the generator at low engine speeds and was due entirely to magnetic action within the generator. It was found that when the cut-out closed and put the load on the generator that the noise disappeared; so to overcome the noise when the engine was idling the cut-out was adjusted to close at a little lower engine speed.

Sparking at the generator brushes and poor generation of current is caused by weak brush springs or to a rough commutator. Sometimes also the copper segments of the commutator were down so that the insulation sets slightly above the copper surfaces and the brushes chatter. In this case the commutator must be dressed smooth with sandpaper or turned true in a lathe and the mica insulation should be cut slightly below the copper surface.

Practically every car is equipped with some sort of an indicator, ammeter, voltmeter or device that shows "Off and On" or something similar, to indicate to the driver whether or not his generator is working.

Strength



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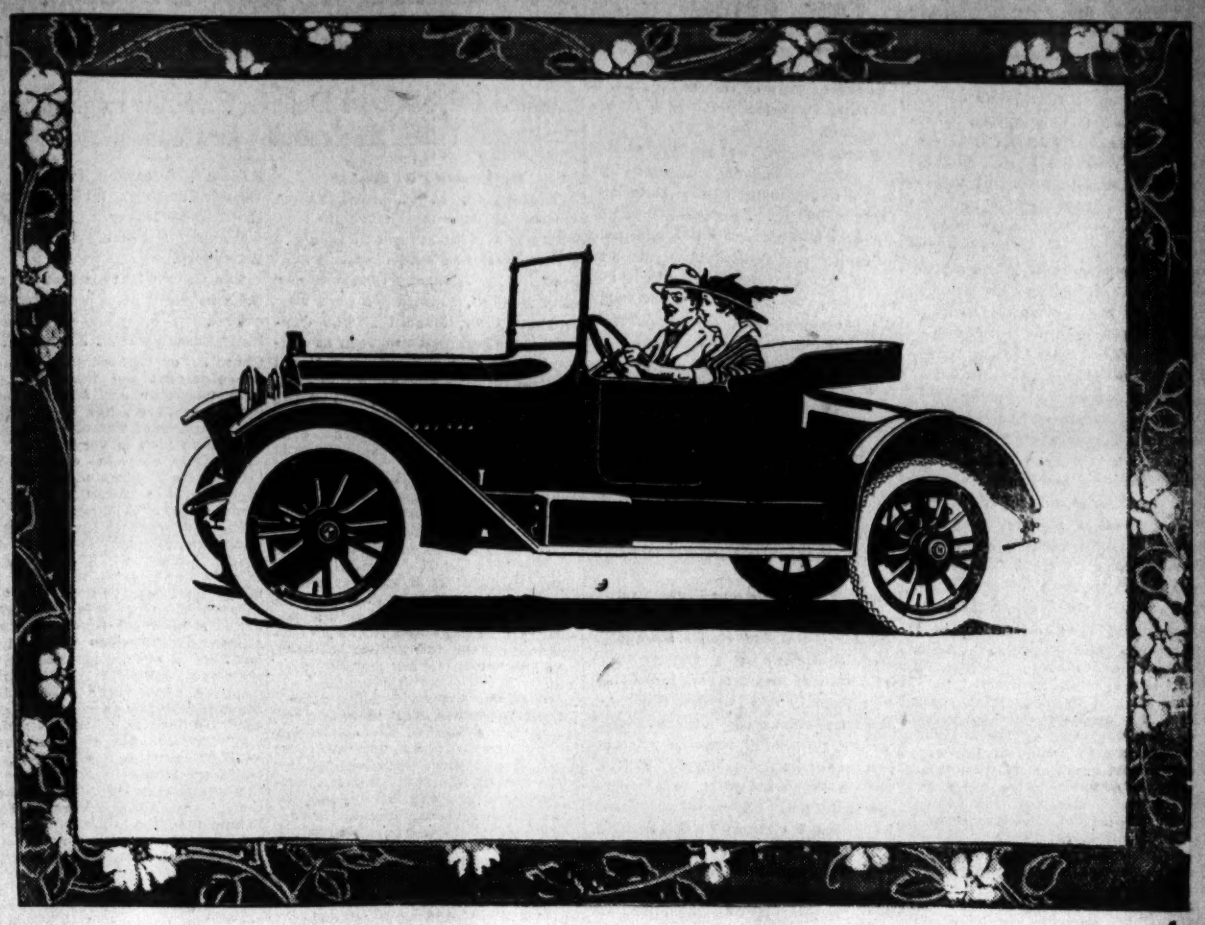

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American Motor Cars Abroad

By W. R. Vogeler
Export Manager, King Motor Car Co.

While the present European conflict has played havoc with shipping conditions all over the world, still the foreign automobile merchant is preparing his future plans and the passenger car will become just as much of a utility in the future of the world's development as it has already proven itself here in America. In fact the motor car abroad with the war in progress, preventing routine shipping, has caused the foreign merchant to develop the American commercialised idea of education.

In various parts of the world the automobile has been used exclusively as the rich man's brand of aristocracy, the automobile merchant who does not have stock to sell has devoted his time to educating prospective customers on the utility of the automobile. He has taken various methods of doing this. In some of the remote parts of the world reliability tests, cross country runs and various other exploitation features which brought the motor car fast to the front in America are being carried on.

America is still shipping some cars abroad, for business other than war. But the percentage is small. It has depended greatly upon the ingenuity of the export manager who has taken every possible means to secure bottoms and export licenses who in only a small percentage of cases is successful. It has been natural that the foreign motor car merchants have turned to America for their motor car wants with the European factories doing no manufacturing of motor cars to mention. Government restrictions on the part of some countries, war and other taxations, and absolute want of fuel have also cut down the exportation of American made motor cars.

But the American automobile has made inroads into the foreign market. The American-made car with more power, and we might say more mechanical conveniences than the foreign car, has met with favor in the foreign field. The European car with its many refinements built for boulevard work will probably follow more closely the trend of the American manufacturer after the war, due to the change of road conditions.

There are many countries in the world that have conditions similar to American, level and smooth roads in some places, sand, mountains and heavy dirt roads in others. The American manufacturer has had to standardise his product to meet all conditions while the foreign manufacturer has built his car more for perfect highway conditions.

Spain, a mountainous country, likes the foreign cars with the high price sounding names, but the American-made cars have won favor because of their good showing in Spanish road contests. It was an American car that won a gold medal in the recent Catalonia contest and other American cars took the prizes in this mountainous run. Spain today is utilising the motor car as a necessity rather than for pleasure.

In the first two years of the war, shipments to the Scandinavian countries and Russia by American manufacturers were especially voluminous—the new wealth created during the war in neutral Scandinavian countries naturally purchased passenger cars—but toward the middle of the year there was a complete change inasmuch as it was impossible to obtain government export licenses pending negotiations of our government with neutral countries regarding such shipping. But a glance at the map in this section of Europe shows the necessity of the motor car. Railroads are few, improved roads in the minority and distances great. The motor car must be a utility in the development of the Scandinavian country where before the war might be classed as a luxury.

It is true that there are plans to build new highways in Norway and Sweden. It is also true that residents of these two countries are jealous of the wonderful touring roads of Denmark just south of them. This kind of friendly competition must eventually argue for better highways and motor car conditions. Representatives from Sweden, Norway and Finland are now in America, making preparations for big business, done the American automobile way in their countries when the war ends. Despite war and revolutions there are some European business men who are laying reclamation foundations while their brethren are engaged in the business of war. America has been turned to as a source of supply and the place to get ideas develop their business and country quickly at the end of the conflicts.

At present in this section of Europe and it might be said generally for foreign business that beside the King the leading American-made cars in the foreign market are the Packard, Cadillac, White, Hudson, Hupmobile, Studebaker, Dodge, Overland and Maxwell. Other American manufacturers are and have been there but these cars seem to be the leaders. Representatives from the Scandinavian countries are also investigating American made trucks and motor cycles. If they could get shipping privileges now they would place some handsome orders in America for passenger and commercial vehicles. Over 50 percent of the cars sold in this section of Europe before the war are now or have been in military service in Russia, which leaves a fairly good market for cars right there when the war ends.

The American-made eight cylinder car seems to have taken hold in the foreign market. In many countries nobility drives American multiple cylinder cars. In Russia they are in the hands of many cabinet and staff officers. General Ivan Zicorsky, the famous Russian General and inventor, is a former automobile dealer, handling the eight cylinder King and has several cars of this make as well as other American-made cars in his command.

South African automobile dealers are going in heavily exploiting the merits and stability of the American-made motor car. Just recently one of our cars was sent on a thousand mile reliability run through five states of the South African Union, which not only won honors for this particular car but raised the general opinion of American-made cars among the residents of that section of Africa.

In Portugal the Army is using American-made cars for transportation purposes and will add to those already in service as soon as they are able to get them into their country.

While the European and many other markets are closed to the American-made car, quantities of our cars are being absorbed in the Far Eastern markets.

Japan and China are looming up on the export horizon as great possibilities for the United States automobile manufacturer. This should prove to be a good market for cars made here. Just recently an envoy from the Japanese government visited Detroit for the purpose of securing information as to the advisability of building cars in Japan according to American specifications. While no one knows just what his report will be, it is presumed from his remarks that he would recommend the purchase of cars in the United States instead of their manufacture in Japan, but this is just supposition.

Highways in China and Japan since the outbreak of the war have been improved. The lesson of thrift and speed taught the Japanese in California by the automobile has spread to his own country. There the motor car is a utility. Cars of heavy construction, with plenty of power and not too expensive to operate are finding favor not only in Japan and China, but also in the Straits Settlement, Philippine Islands and Western Siberia. Then again South America is a good market, and the American motor is making rapid progress. Especially since the American banks have opened the way for suitable financial arrangements.

Recently when the Empress of Asia docked at Vancouver, B. C., there were seven representatives of Far Eastern countries who came to the United States as buyers of various articles who had automobiles included in their list.

The foreigner is going to have one advantage over the American in the development of the utility of the passenger car, he is going to get the results of the American's experience. Foreign represenatives who came to America eagerly grasp all knowledge that will be helpful to them which has been developed from experience into fact by the American. The showing of American-made cars in contests of various kinds, except where speed is concerned, has been gratifying to those men connected with export departments who have watched this development.

Organised Truck Service Urged For United States

Council Of National Defense Endorses English System Tried Successfully In Connecticut

By Frederic J. Haskin

Washington, D. C., April 30.—A system of organised truck service, which is a great saver of hours and dollars, has been worked out in Connecticut by Highway Commissioner C. J. Bennett, following a plan used in Manchester, England. The Connecticut experiment has been so successful that the Council of National Defense has endorsed the system, and its adoption in all parts of the country is urged.

In the Manchester district, even before the War, trucks had been carrying a good deal of freight. When a load of freight was once on a truck, it was found more satisfactory than otherwise to send it twenty or forty miles and deliver it to the door of the consignee. It was the simplest way to accomplish the task in hand. If it went by rail it would make its journey to the station in the truck, be unloaded into a car, with many delays find its way to its destination, probably be unloaded into another truck for another short trip.

When war came, industry ceased, freight increased, yet railroads had fewer cars available. The advantage of haulage by truck became more obvious. But there was many times more freight to make the short journeys than truck capacity to haul it.

Manchester, being unable to get additional trucks to haul this freight, sought a means of increasing the efficiency of those available. It measured the truck capacity available with the yard stick of efficiency to find if it was performing the maximum of service.

It found that factories were sending their products to other points in their own trucks and that the trucks were returning empty. It found mercantile establishments doing the same things. It found that even haulage companies operating trucks for profit were likely to travel from one point to another without loads.

The Chambers of Commerce of these English cities worked out a plan to increase the service rendered by the available trucks. They established bureaus which registered, on behalf of the merchants, any freight bound for any point in truck radius. They established such a bureau in every city. They advertised this arrangement in such a way that every truckman came to know that freight was so registered. Thereafter, whenever a man with a truck was in any city and bound for any other point without a load, he went to the freight bureau and asked what was available that he might haul. So he was able to avoid ever making a trip empty.

All these facts were placed at the disposal of C. J. Bennett, who was seeking relief for Connecticut, by the Council of National Defense.

From Hartford a call went forth to the other important centers of the state. They were asked to co-operate in furnishing "return loads" for trucks. In Connecticut the organisation was built around the one idea of the "return load." Fourteen cities responded and immediately proceeded to establish "return load" bureaus. These were Bridgeport, Bristol, Danbury, Greenwich, Hartford, Manchester, Meriden, Middletown, New Britain, New Haven, New London, Norwalk, Norwich, Samford and Waterbury.

The Connecticut plan gave instructions in detail as to methods of procedure. In every case the "return load" bureau was an auxiliary of the Chamber of Commerce. In England a five percent fee was charged to both truckman and shipper for the service rendered, but in Connecticut the Chamber of Commerce bears the expense, which is very small.

The first step in establishing a "return load" bureau is to make a survey of the trucks that may become a part of the scheme. The holders of licenses for the operation of trucks are a matter of record and available anywhere. These names are secured and card indexed. Then questionnaires are sent out to each of these holders of licenses. Each is asked if his truck is in any circumstances available for overland haulage, if so, over what routes, when trips are made, what is the carrying capacity. When the information is received, the facts are entered on the card. Duplicates of these cards are made for the file of each "return load" bureau in the district. The cards are sorted in accordance with the availability of the trucks for service on given routes and filled behind markers indicating the route.

Thus are all the trucks of the district made available to him who has freight to move. Any individual may look through these cards, select the operator of trucks most likely to meet his needs and communicate with him.

Then the shipper, as in England, is asked to register his freight. This is carded and filled in accordance with route. So does the return load bureau come to have a complete record of trucks in operation and freight awaiting haulage over any route.

The merchant or manufacturer having freight to move, or anticipating such a movement, gets a full list of trucks operating on the line in question, writes or telephones his needs, makes his arrangements. The rates for haulage are left to the shipper and the truckman.

The truckman, when offered a load to an adjacent town, can call up that town and ask if a return load is available before he decides to accept the outgoing load.

It is not alone the intention to bring the commercial trucking agencies into this plan. If a manufacturer or a merchant whose truck ordinarily handles only his own hauling, makes a trip to an adjacent town and has no load of its own for the return journey, it is expected to become a public carrier for the time. If it should be seen going over the road empty, it would be considered a reflection on the owner, an unpatriotic action and one which would probably result in his fellows applying a bit of moral suasion to correct the fault. Trucks must be loaded to capacity wherever they go.

The first result is that much larger quantities of freight are moved with the trucks already in operation in a given district. The second result is that trucking as a business becomes much more profitable.

The word has gone abroad of the organisation of the trucking resources of Connecticut and now the scheme is being laid down elsewhere. Haulage by truck out of Boston was already large, but without this efficiency of organisation. The plan is now being made over. Clearing-houses of information as to trucks available and loads available are being established between cities near together. The Connecticut idea is found to be applicable to the needs of these pairs of town, but only a few of them have yet come to appreciate it. Cleveland and the region surrounding it are now being organised. The Indianapolis district has become imbued with the idea. It is taking root here and there and promises to sweep the country.

For What Ails The Tires

Following is a table for enabling motorists to diagnose the causes of their tire troubles and take measures to prevent future grief:

Analysis of cause of pneumatic tire trouble.

1—Unsatisfactory tread wear, caused by wheels out of alignment, poor road surface condition, too much power, improper use of brakes, disintegration from oil, skidding, under-inflation, cutting of tread rubber by sharp stone.

2—Separation between the plies of fabric and separation of the tread from the carcass, caused by riding flat, riding under-inflated, punishment on rough roads, riding on car tracks, water soaked, overloading, heating from speeding, started by cuts.

3—Fabric breaks and carcass blow-outs, caused by overload, under-inflation, stone bruise, flexing of the carcass fabric (after long service).

4—Bead troubles, caused by under-inflation, overloading bent rims, injured in applying, riding flat.

5.—Tube troubles, caused by leaky valves, pinched tubes, punctures, riding flat, heating from speeding.

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Here are some of the rules:

Stop blowing horns and opening cutouts near churches and schools.

Stop making a noise behind another car when the other motorist is in trouble.

Stop the noises of the tired kiddies in the summer and once each month take a carload of them out to the park.

A few useless noises—Making a noise like buying war saving stamps and then refusing to buy.

Making a noise like a good fellow when you are only a piker.

Making a noise like you have bought $1,000 worth of Liberty Bonds when you have only bought $50 worth.

Making a noise that you will buy war saving stamps tomorrow, when tomorrow never comes. The fellows who go over the top have no tomorrow.

But make a noise like getting down in your jeans and buying war savings stamps and help the Red Cross till it hurts, and then keep quiet about it.

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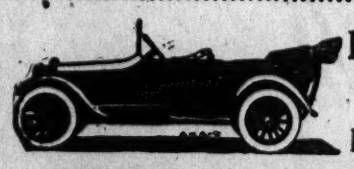

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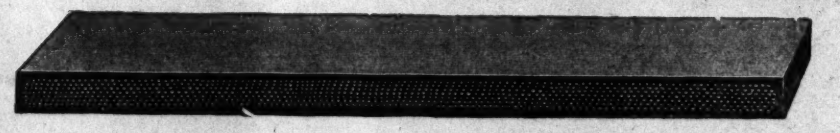

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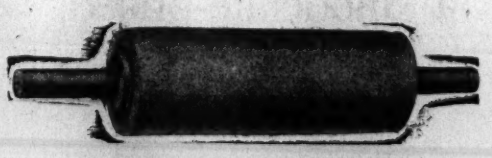

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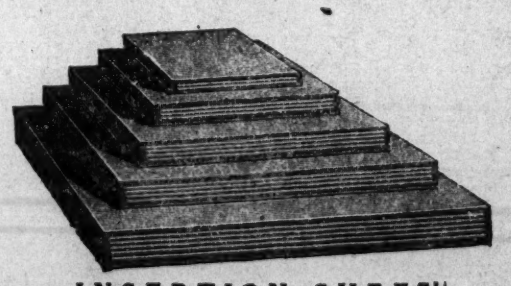

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How Things Look to Insane People

This Photograph of the Famous Rialto Bridge at Venice Shows a Bridge Across the Canal and Buildings at Each Side of Proper Relative Height. In the Foreground the Gondola Is Also of Proper Proportion. This Picture Shows What the Eye of a Normal, Sane Person Would See, and a Sane Artist Would Draw All the Details in Their Proper Proportion and Relation. But the Eye of an Insane Person Records, Not Alone What It Sees, but Also What the Brain Is Thinking About. This Is Usual in Paresis.

Thus an Insane Observer Might Be Struck with the Bridge Across the Canal and Magnify It Into Proportions Much Greater Than the Buildings on Either Side of It. Attracted by the Activity of the Man in the Gondola This Man Would Appear of Undue Size, While the Thought of Fishes in the Water Would Induce the Artist to Add Fishes, and, Perhaps, a Flight of Dolphins Through the Air, as the Demented Artist Meryon Did in One of His Etchings of a Scene in a Paris Street.

Scientists Make Important Discoveries by Studying the Strange Drawings of Demented Patients

Drawing by a Patient With a Mania of Persecution. He Draws a Horrible Looking Creature With a Violin, Because Performers on This Instrument Once Troubled Him Greatly.

A Homicidal Maniac's Drawing of the Wife He Murdered on His Wedding Night. Her Eyes, as They Looked at Him Then, Haunt Him Continually, and So He Draws Them Above Her Forehead as Well as in the Right Place.

DR. ALLAN M'LANE HAMILTON, the distinguished alienist, who has probably met more insane persons than any man alive, discusses "Insane Art" in a recent magazine article.

Dr. Hamilton shows clearly from specimens of drawings by undoubted lunatics that their work reveals many of the characteristics of the drawings of the "cubists," "futurists," "vorticists" and other artists of the fantastic new schools. The noted alienist further demonstrates that the work of these artists must in many cases be inspired by mental disease, unless a base commercial motive lies behind the "eccentricity." But this is far from being the sole interest of this discussion.

The drawings of genuine lunatics are now regarded as of great interest, because of the light they throw on mental disease and on mental conditions generally. Many alienists and other persons besides Dr. Hamilton have collected examples of such work and some of the most interesting of them are presented on this page.

These pictures will reveal to the trained eye whether the artist is suffering from paranoia, homicidal mania, dementia, melancholia, general paresis, mild psychosis or any of the well recognized types of insanity.

Even when a person is not strictly insane, his drawings will often reveal the defects of his mental apparatus. "Faults in the mechanism of adjustment" are easily shown in this way.

That a lunatic draws that which he is thinking of and not that which he really sees, is the principal fact established by the alienists.

Hence if a lunatic happens to be thinking of snakes, he will draw snakes in the middle of a dinner or any other scene. Many such incongruous groups are shown in insane drawings. It is interesting to recall that Whistler and other artists have said that the value of a picture depends on what is in the mind of the artist when he paints it, and not on what he sees.

The delusions of an insane person are usually shown quite clearly in his drawings, although he may conceal them very well during his ordinary daily life. Irrational ideas arising in his inner consciousness color his work. Manias of persecution may be revealed by his drawings, which are thus very useful in guiding the physician to an understanding of a patient's mental trouble. Even the tendency to kill may be thus betrayed.

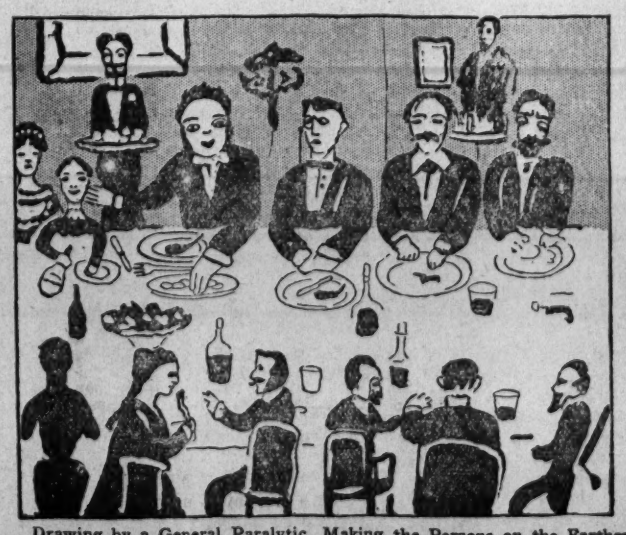
That sufferers from general paresis show a marked tendency to distort perspective is perhaps the second most noticeable characteristic of insane art.

In a picture of a banquet, for instance, the persons on the further side of the table are drawn much larger than those on the near side. In other cases isolated objects in the distance are drawn very large, out of all proportion to their surroundings.

When the insane person disregards perspective it is simply because he draws in largest size that which impresses him most. If a woman on the farther side of the street attracts him, then he draws her not only larger than the persons on the near side of the street, but larger than the horses and automobiles in the road. Further, if her eyes are her most attractive feature to him, he draws them bigger than her cheek.

If the persons on the further side of a dinner table seem much more important, the insane artist of this type not only draws them much larger, but receiving more food and attention than those on the near side. It is noteworthy that similar methods were followed by the decorators of ancient Babylonian and Egyptian monuments.

A man with homicidal mania drew a picture of his wife, whom he murdered on their wedding night. Strange to say, he drew two enormous eyes over her forehead, although he gave her eyes in the natural place. Evidently the enormous eyes represent how she looked to him when he murdered her, and they occupy his thoughts constantly, while his mind is too weak to understand the irrationality of giving her two pairs.



Drawing by a General Paralytic, Making the Persons on the Farther Side of a Table Larger Than Those on the Nearer Side. Disregard of Perspective Is the Commonest Characteristic of Such Patients.

A poor fellow with a mild mania of persecution made a picture of a wretched, deformed human caricature playing a violin. This shows that the insane man, like some others, has suffered much from the playing of musical instruments.

In his article in Scribner's Magazine Dr. Hamilton points out that certain insane artists fill their drawings with repeated geometrical forms. This brings under consideration the closest point of resemblance between insane art and ultra-modern art.

Geometrical drawings by sane persons of subjects like human figures that require realistic treatment are severely pronounced to be the outcome of artistic incompetency, which puts the artist on the same level with an insane person as a creator. The distinguished critic, Professor Reja, says on this point:

"We often find this recourse to geometrical forms which in their very simple aspect are an excellent prop to the incompetent. It so happens that this geometrical arrangement in its most sterile form is the foundation of all composition. The insane person inexperienced in the art of design refuses to commit himself to complex forms in which his awkwardness would be too flagrant, so he becomes a 'landscape painter'; symmetry would be too complex for him. He contents himself with repeating the same motif, which is very rudimentary and borrowed from geometry."

The frequent repetition of the same geometrical figure in a drawing is described by the alienist as a typical case of "stereotypy," a peculiarity which under many forms of action is indicative of insanity. It is sometimes mistaken for mere lack of originality. It is not necessarily confined to drawings, but may consist in constant repetition of the same remark.

We have recently been made familiar with paintings of a decidedly geometrical type which represented men, women and children as built up entirely of cubes. The authors of these works and their friends acclaimed their pictures as the most original, beautiful, sincere creations of the day, entirely surpassing the kind of pictures we had always admired. Now we find from a scientific analysis that these artists, if sane, must have been either incompetent or disingenuous.

A Pictured Story by a Suicidal Melancholic. The Gates, Drawn So Unnaturally Large, Are Those of the Asylum in Which He Is Confined. He Draws What He Is Always Thinking of—the Things He Thinks He Sees as Well as Those He Really Sees.

One very remarkable example of geometrical drawing that attracted the attention of New York a few years ago was entitled "Nude descending a Stairway." It apparently represented a vast quantity of shingles falling down. An ordinary person would have said that it was very much easier to draw a vast quantity of shingles than a pleasing, realistic picture of a nude. It is interesting to have science confirm this view and prove it by showing that drawings of endless shingles are a well recognized form of art among poor insane patients, who have not mind enough to draw anything better.

The greatest practical value of drawings by insane persons lies in the clue they give the physician to the character of delusion or mania from which a patient is suffering. A clear understanding of the delusion is the best help towards relieving the sufferer.

How pictures may reveal delusions is well illustrated by the case of Charles Meryon, a very remarkable and genuinely talented artist, who eventually died hopelessly insane at Charenton, near Paris. Meryon made beautiful pictures of ancient streets and buildings in Paris. In some of his drawings there appeared strange, unnatural, sinister cloaked figures, queer monsters and so forth. At first they were regarded as adding to the charm of his pictures. They often seemed to belong there, because he drew ancient mystery haunted streets and queer architectural details like the gargoyles of Notre Dame.

As time went on, however, they grew more grotesque and absurd and clearly revealed the nature and progress of Meryon's insanity. One of them shows the stately Ministry of Marine in Paris, and in the sky a school of impossible winged porpoises, queer chariots, immense ships, flying horsemen and other grotesque objects.

Meryon's mental disease was "melancholia with delusions of persecution."

In Dr. Hamilton's opinion the fantastic objects inserted in his later drawings reflected the contents of his delusions. The monsters in the sky were persecuting him. Meryon became so insane that he believed everybody was seeking to persecute him. He would not draw in the presence of anybody and tried to commit suicide when approached by another man with the most kindly intentions.

The drawings of some patients suffering from a moderate form of insanity—"a mild psychosis"—show a curious resemblance to the works of the "primitives" or early "old masters," who worked before the art of draughtsmanship had reached its modern stage of perfection. Both classes of work show the same partial disregard of perspective, the same unnatural but often touching attitudes of the persons, the same air of mystery, romance and solemn sincerity.

In such cases the insane person must be in a childlike mental condition, while possessiong some artistic training and genuine artistic talent.

Health, Beauty And The Home

TRUE Beauty Must Include Gracefulness

By Lina Cavalieri

The Most Famous Living Beauty

TO be able to receive an introduction gracefully; to know how to stand in a drawing room, or to walk across a ballroom with just the right kind of poise and self possession, you must practice the proper walk and attitude within the privacy of your own room.

As you stand before your mirror, you should appraise critically your good and bad points. Five minutes a day given to the study of how to stand and walk gracefully will teach the dullest of us how it should be done. Try all the postures and attitudes you can think of. Play on the floor like a child, and you are sure to regain some of childhood's supple grace and innocent charm.

No matter how fine a woman's figure may be, if she stand or walk awkwardly, her beauty will not be appreciated. If you allow your entire weight to rest on your heels you will have a countrified appearance. If you rest your weight upon your toes, it will look mincing and affected. Nature has indicated that to keep the balance of the body the weight must fall equally upon the balls of the feet.

A good walk is a thing of beauty. A bad walk is a pain to the beholder. A bird balancing lightly on the end of a twig is the best model I have ever seen for walking. He seems weightless. He vibrates with the joy of motion. The best walkers in the world are Spanish women. They move with a slight undulation that is exquisite. Their limbs move as though they have no weight. One of your clever American women describing the good walk said: "Move as though you lived altogether in the upper story." "The upper story" was that part of the body above the waist. The remainder, she classed as "the lower story." It was an admirable hint. The upper half of the body should be evident in the walk. The lower should be merely a means to the end of walking.

The walk should invite attention only to the fine poise of the head, the perfect carriage of the chest, the straightness of the back. The limbs should be forgotten. A walk which attracts attention to them is always an awkward walk. The upper part of the body should be as free as though it turned itself upon a pivot.

The lower part should be regarded and utilized merely as a pedestal for holding the upper. In walking as in standing the weight should rest upon the ball of the feet. The toes should be turned slightly outward. The knee joints should move easily and the movement of the whole of the lower part of the body should be a stately and apparently unconscious motion.

Some women there are who stand well and walk well, who sit badly. Indeed, they do not sit. They lounge. The same law of balance should hold in all. That is, the weight should be evenly distributed, no portion of the body having to bear the lion's share of the burden.

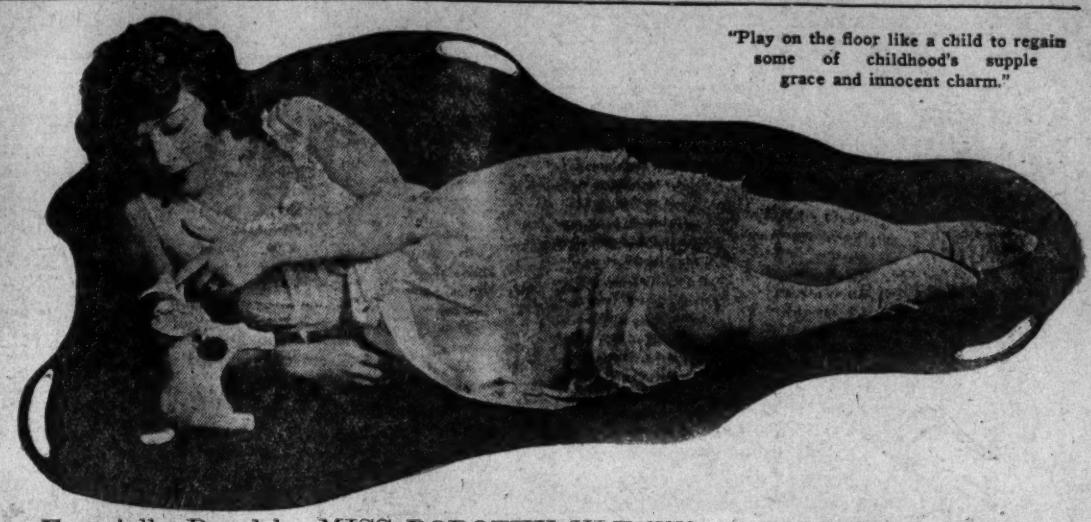
As a rule, the comfortable attitude is the correct one in sitting, though this is not true of the lazy person who sits with chin lowered upon breast and abdomen thrust forward, as a caricature of the human form. Sit with the feet resting upon the floor or upon a footstool. Never let them swing without support. Sit straight, or rest against a straight-backed chair, with the lower part of the body pushed close against the chairback. This is a much better way to rest than the half-lying, half-sitting posture that is so ungraceful.

In standing, don't throw the hips far back. They should be straight, in easy line with the body. In walking, do not swing the arms. In sitting, keep the crown of the head up and back. To test your carriage, pass the hand across the back. If the ends of the shoulder blades can be felt at a light touch of the fingers, the carriage is incorrect. The shoulders must be drawn farther back.

To the woman who wishes to enhance her natural grace, or who, having none, desires to add it to her charms, I advise first of all the study of great paintings and statuary that are models of line and poise. Line is important, but I have seen women who were all straight lines, to whom nature had given not one gracious curve, who were, nevertheless, graceful. The long, flowing lines of grace may be assisted by careful dressing, and this a dressmaker may do for us, but poise, which is a much bigger and better word than pose, including pose and much more, comes from within and may be self taught.

I wish that every woman who reads this chapter would pay a visit to the nearest art gallery and study, if there be one, a good copy of the wonderful Venus de Milo. Let her study it until something of the inward strength which gives it its wonderful balance and power and perfect symmetry is revealed to her. One of the secrets of that marvelous statue is the calm soul it expresses. Again and again I have said that serenity is the chief secret of beauty, and I poin to the Venus de Milo in proof of my assertion. The nervous, distraught, ill-centered woman reveals her soul state by nervous, abrupt awkward movements.

Compose yourself inwardly and see with what grace and strength you stand before your mirror. Permit some emotion to disturb you, and note the ravaging, unlovely effect. Grace is poise and poise means a calm soul center.



"Play on the floor like a child to regain some of childhood's supple grace and innocent charm."

Especially Posed by MISS DOROTHY KLEWER at CAMPBELL STUDIO

Beauty Questions Answered

CAN you tell me what is wrong with my feet? They are abnormally sensitive, swell very easily and there are painful cracks between the toes.—EDITH G.

You should bathe your feet in warm water twice a day, drying them carefully afterward. If you do not do this, the cracks between your toes may be due to improper or hasty drying. There is also the possibility that this complaint is caused by an excess of uric acid in your system. The following is a good bath for tender feet:

Hot water..... 5 qts.
Boric acid.....200 grams.
Tannin ..... 5 grams.

PLEASE suggest something to remove dandruff. Have tried several soaps and shampoos, but can see no improvement.
—ANNA R.

Perhaps you have not had enough patience. You should shampoo the head, not once a month, but every few days, taking care that it is thoroughly cleansed each time. Warm water and a good castile soap make an excellent lather, which should be well rinsed out afterward with tepid, not cold water, as this is too great a shock for the scalp. Then look to your brushes and combs. They must be kept scrupulously clean; in fact it can do no harm to see that they have a good scrubbing every day. Dry your hair in the sunshine and fresh air. Brush it gently two or three times a day.. If you need a tonic try this, it is one of the best:

Sweet almond oil..... 3 ounces.
Oil of rosemary..... 1 dram.
Oil of bergamot.....10 drops.

A BUNION that has afflicted me for months has grown excruciatingly painful. Whatever shall I do with it?—CORA D.

Yours is one of the greatest afflictions to which a suffering foot can be subjected. The joint has become so enlarged and inflamed that nothing will help it except giving it a complete rest. Buy a new pair of very broad, low-heeled shoes and wear them until the swelling is reduced. Try painting it three times a day with the following mixture:

Tincture of iodine.....2 drams.
Glycerine .....2 drams.

WITHIN an hour after washing and powdering my face it becomes very oily and shines like a new Lincoln penny. What can I do?—LORA Q.

Bathe your face every night in warm water to which has been added ten to fifteen drops of benzoin. The following face bath for an oily skin can be used twice or oftener a day, according to need:

Rosewater .....5½ ounces.
Alcohol ..... ½ ounce.
Boric acid..... ½ dram.

WHAT can I do to keep my skin firm and free from flabbiness?—BELLE S.

The following lotion, used faithfully, is excellent for this purpose:

Elder flower water..... 1 ounce.
Rose water..... 3 ounces.
Tincture of benzoin.....½ ounce.
Tannic acid..... 5 grains.

Why We Must Use Barley

NO longer considered merely the cherished pabulum of growing babies, or the standby of delicate invalids, barley flour has emerged at last from its dim cubbyhole of obscurity and stands boldly revealed in the white limelight of modern usefulnuess.

With the slogan "Save the wheat" ringing in our ears, and the warning admonitions of our food experts staring us in the face from the store windows and from every coign of vantage in the street, we are all eager to embrace any suggestion that will aid us in conserving our precious food supplies. At the same time we want to maintain sufficient strength for our work as well as preserve that splendid feeling of cheerful optimism needed to back us in the trials we may yet be called upon to endure.

The use of barley as a food began long before the days of Pliny, the historian, for he refers to the fact that it was the most ancient aliment of mankind. The Greek athletes, we are told, were fed almost exclusively on barley, and it was, perhaps, to this single outstanding fact that much of their wonderful prowess was due. And in the Mible (Exodus 9:31) we find that the ancient Egyptians cultivated barley quite extensively. But our earliest knowledge of its first use as a food dates back over two thousand years before the Christian era, where it was widely utilized for that purpose by the people of northern Asia.

In our own country the frozen, half-starved colonists discovered its nutritive value with great joy. To them it was a most welcome change from the unending dishes and bread made from Indian cornmeal. Barley came into favor with them largely as a cereal, but barley cakes, baked over the glowing coals in the wide, open fireplaces, were a supper delicacy highly prized by the Puritans. And who knows but that it was the barley diet that gave them the brawn and endurance for which our forefathers were so justly famed? Certain it is that the sturdiness of the Scotch race is due in a large measure to their national dish of oatmeal and barley.

Not all of us like the flavor of cornmeal, especially if it is served by the economical housewife for many meals in succession. It may be relished as a cereal occasionally, or when served in hot muffins, but its flavor is so distinctively individual that the majority of us would rebel openly were we compelled to make our sporadic fondness for cornbread serve a patriotic necessity.

Because it is lacking in a peculiarly distinctive flavor, is one of the reasons why barley flour proves such an excellent substitute for wheat flour in many of its uses. Its taste is not sufficiently pronounced to produce any radical change in flavor in any of the dishes with which it is combined.

Although barley has been used chiefly for brewing and malting, it is known to be highly nutritious. Its food value ranks practically the same as that of wheat. The pearl barleys in soups and in cereal form are widely used, but the barley meal should be better known. It can be readily ground at home in small hand-mills. And everywhere that whole-wheat flour or cornmeal can be used, with one exception, barley meal will be found a perfectly satisfactory substitute.

Owing to the absence of the gluten properties in barley flour, it cannot be used in yeast bread as a complete substitute for wheat flour, as yet, but if one-third of barley flour is substituted for the wheat, the result leaves nothing to be desired, either in taste or nutritive value.

Barley and rice contain about the same number of calories, but many palates tire easily of a continuous diet of rice. To such people barley would not be open to the same objections. The absence of a disagreeably distinctive flavor combined with its high average of nutriment and the comparatively low cost of production, makes it an extremely valuable food commodity. Therefore every housewife should demand it in local stores she patronizes. Thus the dealers will soon learn to keep a plentiful supply!.

Why You Put Your Finger in Your Mouth

YOU attended a special sale recently and bought a new picture. Very well. Then another picture nail must be driven into the empty space on the wall. The step ladder is hunted up. The hammer is discovered hidden away on the top shelf in the pantry closet. And, of course, you bought some new nails while you were out.

After cautiously putting the ladder in place, a careful calculation is made to find the exact spot where the nail must be driven. Everything is now ready. The nail is held in place. The first tentative blow is struck. A second and much harder one follows. You find you have made a woeful miscalculation and have hit the end of your finger quite smartly. It hurts frightfully. What happens?

Being well bred, you do not swear, but by an unconscious movement, due to a reflex action of the nerves and muscles, you have thrust the wounded digit into your mouth. In the next moment an ineffably soothing sensation permeates that finger. Do you wonder why?

That involuntary act on your part has a strictly physiological basis. It would take a strong effort of the will for you to resist this wholly instinctive desire to place that injured finger in your mouth. The reason for this is extremely simple.

When you hit the finger with the hammer the blood vessels have been unduly compressed and the fine capillaries in the end of the finger have been cruelly lacerated. Now Nature insists that the first step in repairing the wounded tissues is a new and increased supply of blood. If you had a hot water bag handy and could hold your finger against its soothing warmth the same purpose would be served as putting it in the mouth, which immediately stimulates the flow of blood to the injured parts.

Suction also increases the rapidity of the blood circulation, hence the double efficacy of the mouth for such injuries. However, an animal cannot soothe its wounded members in this fashion, so it does the next best thing. It licks the injured part with its warm, moist tongue until practically the same effect is secured.

The warmth of the mouth and tongue relieves pain because of its sedative action upon the nerve terminals in the ends of the fingers. Consequently, you must agree that it is a wise instinct for us to place the injured member in the most readily available place.

What the Doctor Advises

By Brice Belden, M. D.

IS there any way of removing a large scar, caused by the unskilful use of nitric acid on a wart?—M. E. L.

Some scars can be excised, substituting a linear scar for an irregular and unsightly one.

CAN a short upper lip be shortened by operation? I am a mouth breather, although I have had my tonsils and adenoids removed.—M. E. L.

A short upper lip could be lengthened by a plastic operation, but such a measure would not ordinarily be advisable. If there is no obstruction in the front part of the nose there would seem to be no reason why you could not cultivate the habit of breathing through the nasal passages. The removal of adenoids would not correct a bony or cartilaginous obstruction in the front part of the nose. If there is no mechanical obstruction, wear at night one of the devices sold in the shops for keeping the mouth closed and thus acquire the habit of normal breathing. Your mouth breathing has probably had much to do with the abnormal shortness of the upper lip. If the roof of your mouth is arched unnaturally high and your front teeth are distorted you should consult your dentist about spreading and lowering the arch and correcting the dental distortion, which may also have a bearing upon the lip shortening. This high arching and distortion occurs in mouth breathers because of the abnormal atmospheric pressure upward.

MY wife has been annoyed for many months by itching in various parts of the body. The places affected resemble the welts caused by the lash of a whip. Can you suggest anything?—C. D.

The trouble is urticaria. Avoid shellfish, strawberries, cheese, pickles, pork and sausage. A dose of castor oil and a milk diet will generally clear urticaria up rapidly. Locally, for the itching, use:

Camphor .....½ dram.
Chloral hydrate .....½ dram.
Cold cream .....1 ounce.

A 20-grain powder of calcium lactate three times a day will aid in the control of the urticaria (hives).

I HAVE been troubled with dizziness and staggering while on the street for a period of eight years, although am practically well in this respect when in the house. What could be the cause of such a condition?—D. C.

First of all you should have any defects of vision corrected. Other possible causes are anemia, fatty heart, neurasthenia, arteriosclerosis, valvular disease of the heart, the gouty constitution (uric acid excess), diabetes, uremia (Bright's), intestinal poisoning (autointoxication), poisoning by lead, tobacco, coffee and alcohol, organic disease of the base of the brain, and disease of the middle ear, or of that part of the ear known as the labyrinth. Chronic coal gas and illuminating gas poisoning should be borne in mind. It should be feasible for your physician to narrow down diagnostically to the true cause by a process of exclusion, one possible disease after another being eliminated.

FOR five years I have been suffering from a disease called acromegaly and have been taking pituitary extract without result. What is acromegaly and what will cure it?—W. W.

Acromegaly is due to a diseased condition of the pituitary gland, at the base of the brain. The gland becomes enlarged and sometimes there is a tumor present. The chief signs are enlargement of the hands, feet and lower jaw. At the Johns Hopkins Hospital, in Baltimore, considerable success has attended Cushing's carefully worked-out procedures. The object of medical treatment is to bring about a lessened secretion of the gland. Therefore, instead of using the pituitary extract we generally use thyroid and thymus extracts. Nevertheless, in certain cases, of which yours may be one, pituitary extract is the proper remedy, for example, when disease of the gland has destroyed its function to a great extent and the patient is suffering from an abnormal deficiency of the secretion. You must rely upon your physician to weigh the indications skilfully.

IS there any place in New York where one can have a deformity of the nose corrected without any expense to the patient? Will an operation leave any disfiguring marks? Are medicines of any avail in such cases, used locally?
—M. L. R.

Apply to one of the public hospitals, like Gouverneur, or Bellevue. Some evidence of operation, in the shape of a scar, would be left, which most people would prefer to a deformity. No medicines could possibly have any effect upon such a condition. Paraffin is sometimes injected to fill up depressed areas, but there are serious risks in using it.

DO you consider sleeping with the eyes partially open to be normal?
—H. B. K.

It seems to be normal in the case of many people. If it occurs in one who has never before manifested the phenomenon it might indicate general mascular debility. If one-sided it might indicate a local muscular paralysis. Finally, it might be noted in exophthalmic goitre, in which the eyeballs are prominent, so that in sleeping the eyelids are prevented from closing completely.

IS there anything I can do to prevent soft corns between the toes from coming back after having them removed?—A. H.

Colonel Robert Jones, of the British Army Medical Corps, who has had a vast experience with such conditions, states in his recently published work on the subject that "corns do not develop in a foot encased in a boot which allows free play to the fore part of the foot." In other words, the upper of the boot should not compress the fore part of the foot in any way. The toes must have free movement inside the boot. The foot must be free to adapt itself to altering conditions of balance and strain. There must be no trace of pointedness to the toes of the shoes; the inner side of the boot should be straight right up to the tip of the big toe; that is to say, the inner sides of the two boots should be parallel to each other all the way along to the ends of the toes. Since arch strains have much to do with corns, have the heel of the boot slightly higher on the inside than on the outside. A flexible shank promotes the free play of the toes. The boot must be long enough to allow the foot to extend its full length, and the sole of the boot inside must be as broad as the foot with the weight of the body on it. To prevent excessive perspiration between the toes, with decomposition and irritation, and also softening of the skin, use the following:

Solution of Formaldehyde (37 per cent .....4 ounces
One tablespoonful to a quart of water; soak the toes in this nightly and let dry without wiping.

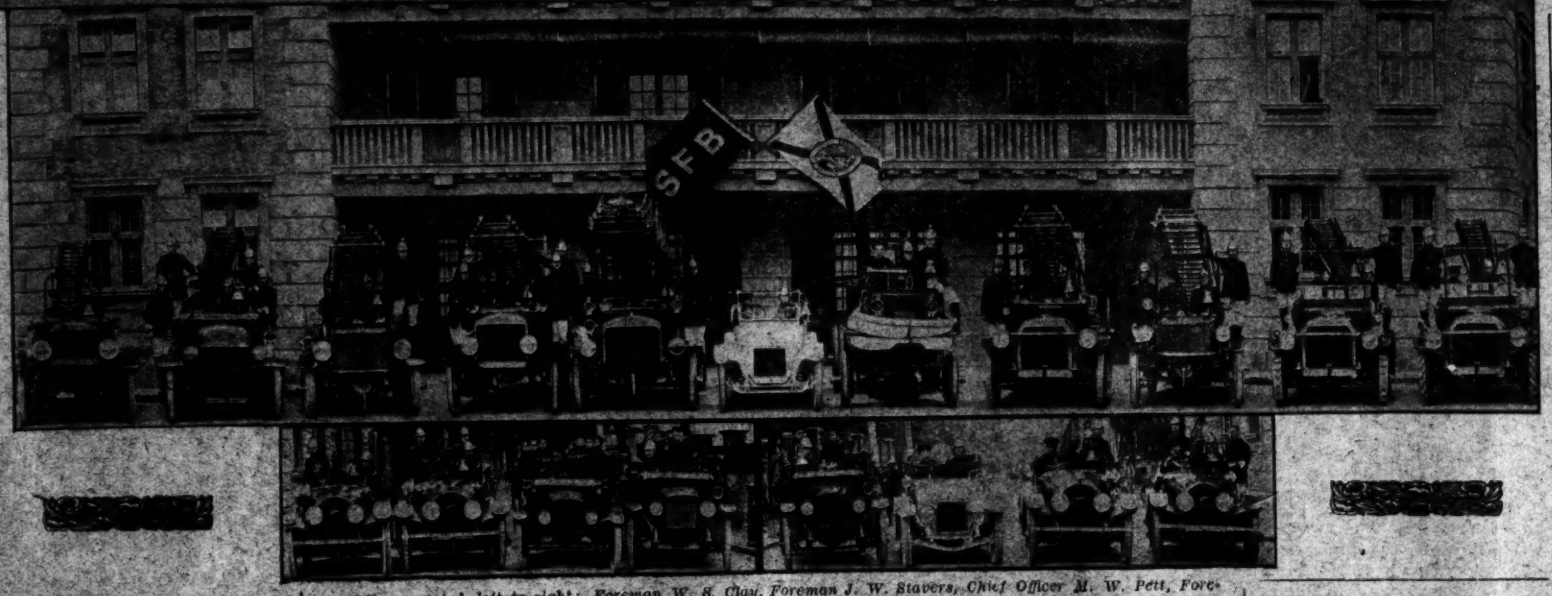
WHAT causes swelling of the ankles and what can be done to prevent it?
—C. O. D.

Common causes are anemia, heart affections, kidney disease, cirrhosis of the liver, varicose veins in the legs, obesity, and long standing on the feet in the case of debilitated persons with low blood pressure. No matter what the cause, rest in bed will usually restore the local circulation with marvelous rapidity. This is particularly important in cases where the swelling is due to a failing heart. Your physician can readily determine which of the above causes is at work in your case. The treatment will naturally vary according to the cause.

SPORTING NEWS SECTION
THE CHINA PRESS

SHANGHAI, SUNDAY, JUNE 9, 1918

FIRE BRIGADE HAS ANNUAL TURN-OUT AT FORMAL OPENING OF HONGKEW STATION



Officers seated, left to right: Foreman W. S. Clay, Foreman J. W. Stavers, Chief Officer M. W. Pett, Foreman H. W. P. McMeekin, Foreman E. S. Thellefsen.
*Standing, left to right: Inspecting Officer F. M. Howard, First Assistant N. P. Thompson, S. H. Peck, L. P. Bertenshaw, A. B. Puddicombe, J. J. Evans, J. W. Stewart, F. H. Merrill, A. E. Brodie, A. J. Grant, First Assistant W. G. Smith, Second Assistant H. P. B. Jones, First Assistant P. C. Mansfield, W. F. Hamlin, F. C. Fraser, Assistant W. G. Smith, Second Assistant H. P. B. Jones, First Assistant P. C. Mansfield, W. F. Hamlin, F. C. Fraser, Assistant W. G. Smith, Second Assistant H. P. B. Jones, First Assistant P. C. Mansfield, W. F. Hamlin, F. C. Fraser, s

pill home, Marshall making the dish on a close play. Maloney, not content with the afternoon's wrecking to date, singled, scoring Andersen with the final tally of the day. Tangermann was given a base on balls and then came the merciful rain.

The summary:

U. S. Navy	AB	R	BH	PO	A	E
Maloney p.	4	1	2	1	3	0
Tangermann 1b.	1	2	0	6	0	0
Scott 3b.	3	1	2	2	1	0
Held c.	3	1	1	8	0	0
Petersen lf.	3	0	0	0	0	0
McGowan 2b.	3	0	0	3	3	0
Marshall ss.	2	2	1	1	1	0
Anderson cf.	3	2	4	0	0	0
Pruitt rf.	3	1	2	0	0	0
Totals	25	10	11	15	7	0

Shanghai	AB	R	BH	PO	A	E
Crow 3b.	2	0	0	1	2	0
Doyle ss.	2	0	0	1	2	1
Eddy 2b.	2	0	0	2	2	1
Wilhoit 1b.	3	0	0	7	0	0
Tinkham cf.	0	1	0	1	0	0
Phillips rf.	1	0	0	1	0	0
Kay c.	1	0	0	1	2	1
Johnson lf.	1	0	0	0	0	0
Hening cf.	1	0	0	0	0	0
Porterfield p. rf.	0	0	0	0	3	0
Swan p.	1	0	1	0	1	1
Totals	14	1	1	14*	12	4

*Two out when game was called.

By innings ...	1	2	3	4	5	R	H	E
Navy	2	6	0	0	2	10	11	0
Shanghai ...	0	1	0	0	0	1	1	4

Home run, Maloney. Three base hit, Scott. Stolen bases—Maloney, Petersen, Marshall, Andersen, Doyle, 2; Tinkham, 2; Kay. Hits; off Porterfield 6 in one inning; off Swan 5 in four innings. First base on balls: off Maloney 3; off Swan 3. Wild pitch, Maloney, Swan. Struck out by Maloney, 2. Passed ball, Held. Double play—McGowan to Tangermann. Hit by pitcher: by Porterfield, Tangermann; by Swan, Tangermann; by Maloney, Tinkham, 2; Porterfield, Pomeroy. Sacrifice hit, Phillips. Umpires, Chapman and Logan.

Swimming Society Meets On June 17

The annual general meeting of the Shanghai Amateur Swimming Association is scheduled to take place on Monday, June 17, at 5.15 p.m. at the Rowing Club, and all those interested in the art of natation are invited to be present.

The business before the meeting will be to receive the report of the committee for 1917, elect officers for the ensuing season and attend to any other relevant matters that may be brought up for discussion.

The committee's report, which is now available, shows the association to be in a very flourishing condition, financially and otherwise. Though in the exceptional circumstances of these war times an interport contest is out of the question, the S. A. S. A. finds many outlets for local activities.

Through the sporting beneficence of Mr. John Johnstone, *taipan* of Messrs. Jardine, Matheson and Co., Ltd., the association has come into possession of a handsome trophy for the Shanghai Water Polo League competition. It is to be known as the "Ewo Shield" and is a beautiful specimen of the carver's handicraft, designed by Messrs. Arts and Crafts, Ltd.

It is at present on display at the Rowing Club, that body's team having run out the winners of the league in 1917, showing an unbeaten record in the four games they played, viz., two each against the Shanghai International Swimming Club and the Shanghai Municipal Police Swimming Club.

It is expected that this year there may be two additional clubs entered for the league, namely the Old Hanburians Swimming Club and the Shanghai Japanese Swimming Club.

The former body have rather a restricted number of poloists to choose from, but were only prevented from entering a team last year through the illness of two of their best exponents. The Japanese have a large membership, but are as yet somewhat unversed in the finer points of the game. The water polo league this year promises to be a very fine series of games, and it is expected that the Rowing Club will have all their work cut out for them to retain their leadership.

For one thing, they may be without the services of one or two of their most prominent old-timers. Then it is rumored that the Police team will be a much stronger aggregation this year, both by reason of better training (last year it was only through the sporting energy of their Captain, W. Jones, and some of his lieutenants that they were able to raise a team at all) and also it is stated that this season they will have the assistance of some of the most experienced poloists of former years, who have latterly joined the ranks of the "Special Constables." Realising the job that lies before them several of the Rowing Club players have already started practice with the ball.

The local swimming championships held in 1917 under the aegis of the association numbered no less than eight, viz., the 100 yards, the 220, 440, 880, Long Distance, Graceful Diving, Throwing the Water Polo Ball and Plunge for Distance. The Graceful Diving championship was inaugurated this year and the association received a fine trophy, known as the "Milkmaid Cup," from the Nestle firm for this event, the conditions being that it has to be won three times in succession or four times in all before it becomes the absolute property of any competitor.

For many years the 220 yards championship carried with it the "George Mooser Challenge Cup" but none of the other events has any special trophy allotted to it, though it is hoped to secure some this season. It is also hoped to inaugurate a 50 or 100 yards championship for feminine devotees of the art.

The financial position of the association is stronger than ever, and no less than 93 members were "in good standing" for 1917, while three "tardies" for 1916 were gathered in.

The committee's report makes mention of the ambition to get up a Life Saving Competition, an inter-club event, this year, and it is to be hoped that the various clubs will assist the association to this end, as the utilitarian aspect of the art should be one of the foremost.

Now that the warmer weather may be expected to set in for good very soon, no doubt the various clubs will begin their 1918 series within the next fortnight. The Police and Japanese Clubs have already gotten under way, several of the Rowing Club men have already begun individual training, while the S.I.S.C., it is expected, will hold their annual general meeting within a week or so.

Hankow American Co. Beats Shanghai

The Hankow American Co. outshot the American Co., S.V.C., by 108 points in the competition for the Henkel Shield held here and in Hankow the latter part of last month. Following are the scores made by the respective teams:

American Company

	200 yds. Slow	200 yds. Rapid	300 yds. Slow	300 yds. Rapid	400 yds. Squat- Slow	400 yds. Squat- Rapid	500 yds. Prone- Slow	500 yds. Prone- Rapid	Skir- mish	To- tals
Pvt. Sauer	23	20	25	24	24	23	25	24	92	280
2-Lt. Ashley	25	19	24	24	23	22	25	21	90	273
2-Lt. Hykes	23	22	25	21	25	24	21	22	85	268
Cpl. Stevenson	25	22	22	21	24	23	23	18	88	266
Sergt. Davis	24	24	24	22	23	22	21	20	85	265
Pvt. Britton	25	18	21	24	21	23	24	22	84	262
Pvt. Chapman	18	19	20	23	25	22	24	18	83	252
Lieut. Swan	21	17	25	20	22	21	22	22	65	235
	184	161	186	179	187	180	185	167	672	2,101

Possible Score 2,400—Umpires, Lieut. Young, Mr. Collaco and Sergt.-Major S. Wise.

Hankow Company

	200 yds. Slow	200 yds. Rapid	300 yds. Slow	300 yds. Rapid	400 yds. Squat- Slow	400 yds. Squat- Rapid	500 yds. Prone- Slow	500 yds. Prone- Rapid	Skir- mish	To- tals
Pvt. Haworth	25	25	25	25	24	25	23	21	88	281
Lieut. Mackay	25	24	24	24	24	25	23	24	97	290
Pvt. McGarvin	25	25	25	25	25	24	24	21	99	293
Cpl. Huston	24	24	25	25	19	23	19	19	92	270
Pvt. Clair	25	24	22	21	23	23	21	24	91	274
Pvt. Smith	24	22	25	24	24	22	23	21	91	276
Pvt. Moffatt	24	23	25	25	23	19	22	22	85	268
Pvt. Benzeman	22	24	23	23	20	20	21	23	81	257
	194	191	194	192	182	181	176	175	724	2,209

Possible Score 2,400—Umpires, Lieut. Jameson, Fraser and Carrel, H.B.V.C., assisted by Sergt. Boyack and Pvts. Malcolm, Malone and Rowlands.

Conditions favorable; weather, clear; light, bright; wind, light, up range. Certified as correct score. Temperature 80 to 85.

S. R. A. To Shoot For New Cups

The Shanghai Rifle Association gives notice of two competitions to be shot in the near future. They are the Allied Red Cross Cup Competition and the Shanghai Charity Cup Competition. The Cups are now on view in Messrs. Squires Bingham's show window. Details of the competitions are:

Allied Red Cross Cup Competition

This cup is presented by Mr. H. W. Lambert.

The following are the conditions:

1—The competition is open to all members of the Defence Forces of Shanghai and will take place on Friday, June 28, from 6 to 9 a.m.

2—Rifles—Any Government Service Rifle, with open sights. (Aperture sights are not allowed).

3—Ranges—100 yards S.V.C. Classification Practice No. 2. Five shots Standing. Crossing Shots. One shot at each run of 20 feet.

200 yards S.V.C. Classification Practice No. 4. Five shots, Lying. Taking cover behind the mound. Exposure, 5 seconds for each shot.

300 yards S.V.C. Classification Practice No. 6. Five shots, Lying. Taking cover behind the mound. Exposure, 30 seconds for 5 shots. Magazine allowed.

Tie—S.R.A. Rules. (The longest range).

Entrance fee —The entrance fee will be $1. Entries close on Saturday, June 22, at noon. Post entries $2.

The whole proceeds of the entrance fee, after deducting expenses, to be devoted to Allied Red Cross Funds.

Firing at Practice No. 2 will cease at 6.30 a.m. sharp, and no competitor arriving later than 6.20 a.m. will be allowed to shoot until after the next two ranges are completed. On completion of the three ranges they will be retired by such competitors actually present who did not fire at the first opportunity. Competitors arriving later will be debarred from taking part in the competition.

For information of those competitors who have to attend office at an early hour it is pointed out that, with 30 men present, the whole competition would be completed in one hour.

The Shanghai Charity Cup

Cup Presented by The Nestle and Anglo-Swiss Condensed Milk Co.

To be shot for quarterly (July, October, January and April) and won thrice consecutively, or four times in all, before becoming the absolute property of any holder.

The following are the conditions of the competition:

1—The competition is open to all members of the Defence Forces of Shanghai.

2—Rifles—Any Government viewed.

3—Sights—Any Government viewed.

4—Ranges—200, 300 and 500 yards, Bisley.

5—Shots—Seven scoring shots at each distance.

6—Sighting shots—One at each distance, not counted.

7—Allowances—Non-members will be posted in "A" Class. S.R.A. members of "B", "C" and "D" Classes will receive an allowance of 3, 5 and 7 points respectively on the aggregate of the three ranges.

8—Entrance fee—The entrance fee will be $1. Post entries, $2. Entries close on Saturday, July 1, at 12 noon. The whole proceeds of this present competition, after deducting expenses, will be devoted to the Blue Cross of England and the Red Star of America.

The first competition will be held July 7, Sunday morning, from 6 to to 10 o'clock.

10—Ties—N.R.A. Rules 1914.

Fire Brigade Has Annual Turn-Out

(Continued from Page 1)

Far East. Besides the engine house, which houses four pieces of motor apparatus, there are the charge office, and large office, and large supply room down stairs. On the upper floors there are the Foreman's quarters and large bedrooms for twelve men and quarters for over forty Chinese members of the staff. The ground floor also has a large recreation room and there is space for a tennis court in the compound. The apparatus has access to the building from both north and south and, as Mr. Pearce mentioned, can make a rapid get-away via five different roads.

An interesting feature of yesterday's affair was an exhibition of various pieces of equipment used by the Brigade, a good many of which were made in the Department's own workshops. A number of pieces of old equipment, used in the early days, formed a striking contrast to the modern display.

Cricket Started On Muggy Ground

(Continued from Page 1)

Knight	5	0	35	1
Monk	8	1	19	1
Wilson	5.2	0	18	5

S.C.C. 2nd XI

J. Cockin, b. Sale 9
H. S. Wevell, b. Sale 1
R. S. Campbell, b. Robertson 5
J. F. Wilson, c. Sale, b. Young ... 1b
T. H. Pentycrose, c. and b. Robertson 2
G. H. G. Caulton, b. Robertson ... 0
R. Bauld, b. Robertson 2
W. C. Knight, run out 12
A. E. Hocking, c. sub. b. Sale 0
E. G. Barnes, c. Pelling, b. Young .. 1
W. J. Monk, not out 6
Extras 8
45

Bowling Analysis

	O.	M.	R.	W.
Sale	8	2	20	3
Robertson	9	3	18	4
S. C. Young	1.2	0	5	2

REDS AND BLUES PASS; PLAYERS GO TO HONGS

After Monday afternoon, the Red Sox and the Blue Sox will be no more, members of the two clubs are to be assigned to the four firms with teams in the Hong League and the local baseball public will be treated to two games weekly between four fast nines.

All members of the Reds and Blues will be assigned to the various Hongs, materially strengthening Gaston, Williams and Wigmore and the American Trading Company while Andersen-Meyer Company will welcome an addition or two to the infield.

Representatives of the four Hongs, Captain Cy Wilhoit of the Shanghai Club and Capts. Holliday and Swan of the Blues and Reds will meet tomorrow afternoon at four o'clock in the office of Andersen-Meyer Company when the names of all men desiring to play will be drawn. The luck element will play an important part in the strengthening of the Hong nines.

Tuesday the American Trading Company will clash with the Standard Oil club and several new faces will probably be seen with the Trading company.

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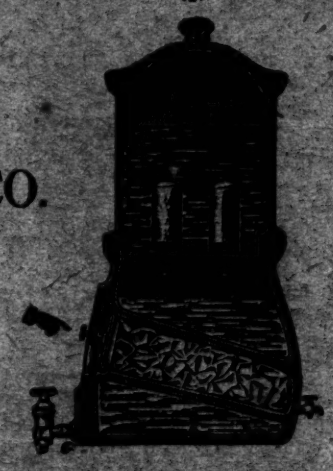
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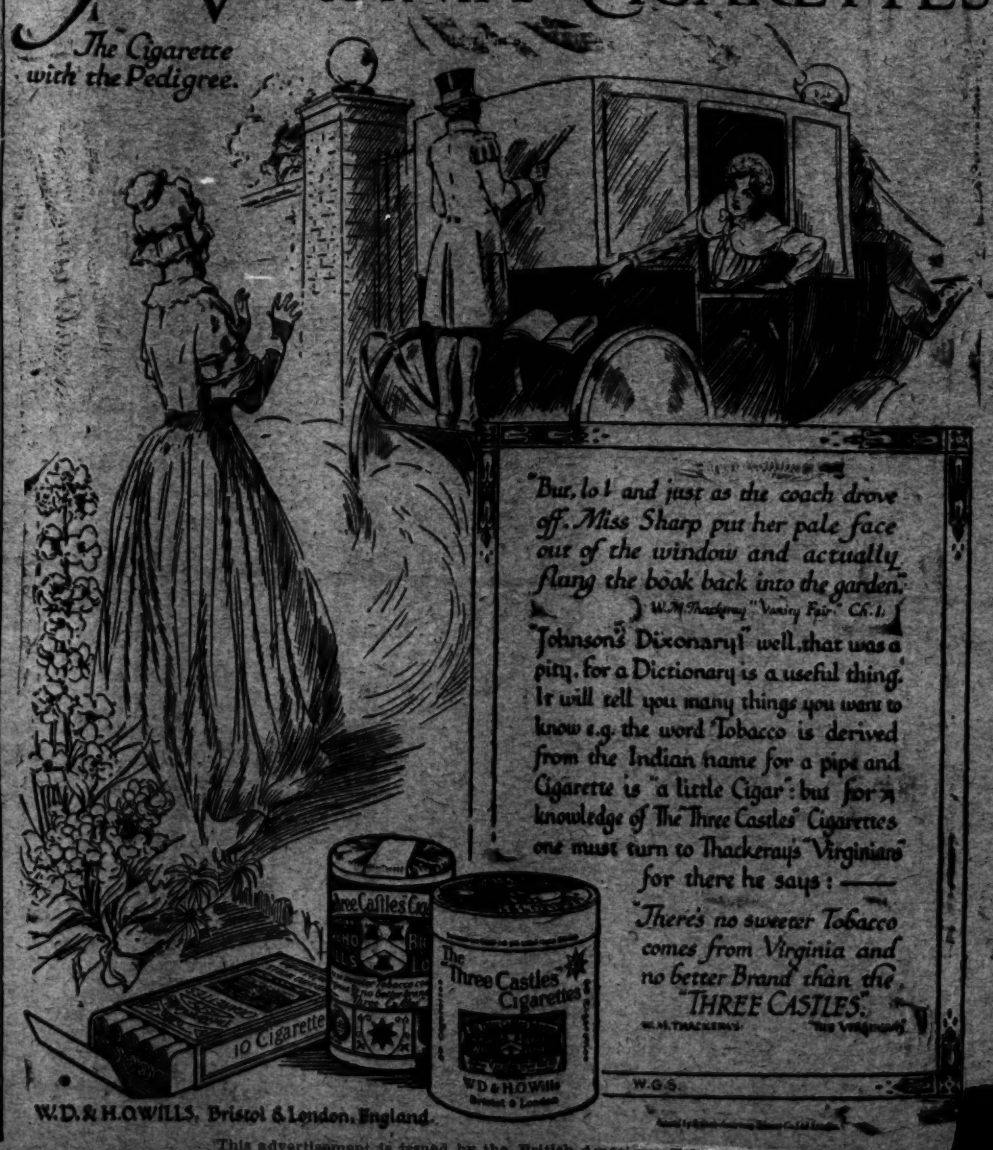
"But, lo! and just as the coach drove off, Miss Sharp put her pale face out of the window and actually flung the book back into the garden."
W. M. Thackeray "Vanity Fair" Ch. 1.
"Johnson's Dixonary!" well, that was a pity, for a Dictionary is a useful thing. It will tell you many things you want to know e.g. the word Tobacco is derived from the Indian name for a pipe and Cigarette is "a little Cigar": but for a knowledge of The Three Castles Cigarettes one must turn to Thackeray's "Virginians" for there he says:—
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W.G.S.
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